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The Hongkong Telegraph

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WEATHER FORECAST
FAIR.
Barometer 30.01.

November 23, 1917. Temperature 6 a.m. 63 2 p.m. 70
Humidity 85 " 59

November 23, 1916. Temperature 6 a.m. 65 2 p.m. 76
Humidity 74 " 56

7811 日九初月十

FRIDAY, NOVEMBER 23, 1917.

五拜禮 號三廿月一十英港香

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REUTER'S TELEGRAMS.

THE VICTORY OF THE TANKS.

GRAPHIC DETAILS OF WONDERFUL STROKE.

"The Whole Face of the War Changed."

Mr. Philip Gibbs, the war correspondent, writing from Headquarters, states:—The attack was the best kept secret of the war. Not a whisper reached the correspondents, who were constantly up and down the line. The enemy did not dream of such a blow. He could not know that numerous tanks during recent nights had been crawling along the roads, hiding in the daytime in the woods. When the tanks emerged from the mist, the Germans were agitated and dazed. Many hid in dug-outs and then surrendered. Behind the tanks marched platoons of British infantry cheering and shouting, while thousands of British shells poured into the Hindenburg Line. Hardly a single shell burst came from the enemy's side. It was clear at a glance that the enemy was weak in artillery. A battalion of the Royal Fusiliers gained their objectives without a single casualty. Other English battalions only suffered very slight losses. These were mostly from machine guns. Only two hundred walking wounded were received at one dressing station five hours after the battle began.

A Cavalryman's Day.

Mr. Percival Phillips, writing from Headquarters, says:—The troops are wonderfully inspired by the feel of firm earth, the sight of unbroken country and the consciousness that they have penetrated the Germans' strongest line. I saw to-day the first picture of this war, this being a steady stream of cavalry pouring across the battered Hindenburg Line and for six miles beyond. They were not the first to pass the barrier, for nearly twenty-four hours earlier a detachment of horse led the way across the enemy's trenches, cheered by tank crews. The infantry and cavalry were in action from noon onwards among the hills and valleys skirting the Cambrai Plain, rounding up fugitives and clearing up villages in the steadily widening salient. They rode down rear-guard columns and charged German batteries. One detachment galloped at two field batteries hidden in a hollow and sabred the gunners. It has been a cavalryman's day, and their work has been more talked about than the tanks. When the latter advanced at dawn they were led by their Commander-in-Chief like an ancient King at the head of an armoured host, flying his battle flag. They also had a battle cry, for the message went forth to every crew before the attack "We expect every Tank to do its damndest."

Another Capture.

Field Marshal Sir Douglas Haig reports:—Advancing last night to the north of Cambrai, we attacked and captured Fontaine-Notre-Dame, with a number of prisoners.

The Tank a New Military Arm.

Field Marshal Sir Douglas Haig's brilliant surprise victory in the engorging topic, and the tactical possibilities are exhaustively discussed. Satisfaction is expressed that a complete answer has been found to Hindenburg's so-called elastic defence. Tributes are paid to the gallantry of the troops for advancing into the unknown, to the genius of Field Marshal Sir Douglas Haig for shouldering the responsibility of this remarkable innovation, and to General Sir Julian Byng and his able Staff for executing a most successful operation which has changed the whole face of the war in the Western Theatre at a stroke. It is believed that the tanks advanced in masses, probably hundreds together. Their assembly was unknown to the enemy. The miracle and secrecy of their success may be revolutionary tactically, as the British soldiers and engineers who invented the tanks have now proved their possibilities. The tank is certainly established as a definitely new important military arm. Hitherto artillery preparation had made the ground impassable for the assailants and enabled the enemy to prepare new defences. The success of the tanks now opens up a prospect of open warfare. At least the first result will be that the Germans must man the Western Front heavier than they have done recently. Thus the victory is bound to immediately affect the Italian situation. An important result of the victory is that the great Cambrai junction of railways and roads, which was the chief factor of the enemy main communications, is now exposed to our shell fire.

To Celebrate the Victory.

The Lord Mayor, the Bishop of London, and other authorities, interviewed, favoured bell-ringing in celebration of the victory.

Five German Divisions Crippled.

Mr. Perry Robinson, writing from Headquarters, states:—The chief trouble is that it has been raining in torrents since noon on Tuesday. Nevertheless, it is extraordinary to see hundreds of British aeroplanes working just over the tree tops. German aeroplanes have not appeared up to the present. It is proved that we have crippled five German Divisions, one of which had just come from Russia. Our cavalry captured guns taken at villages and held them till the infantry came up, notably at the important villages of Maroing and Mamezee. There are tales of tanks which chased the crews of heavy gun batteries round their own guns and captured a battery. We penetrated so deep that we have liberated the entire civilian population in the villages, for the Germans were so surprised that they had not dreamt of evacuating them.

French Take 400 Prisoners.

A French communique says:—The Germans this morning counter-attacked our new positions to the south of Juvincourt. Our fire repulsed them with serious losses. We took four hundred prisoners yesterday.

Acknowledging the Achievement.

In the House of Commons, Mr. Kennedy Jones suggested that the Government should send a message to Sir Douglas Haig, congratulating him on the splendid achievement of the most recent offensive on the Western Front.

Mr. Bonar Law replied:—I have very little doubt that the Cabinet will send such a message, but I am quite sure that neither Field Marshal Sir Douglas Haig, who planned, nor General Sir Julian Byng, who carried out, the operations, will need to be assured of the admiration with which we regard the operations.—(Cheers.)

REUTER'S TELEGRAMS.

NEW TRADE COMMISSIONERS.

An Important Scheme Initiated.

London, November 22.
The report of the Committee appointed in 1913 to advise the Board of Trade on the work of the Commercial Intelligence Branch states it has been decided to appoint three Trade Commissioners in Canada (at Montreal, Toronto and Winnipeg respectively), two in Australia (at Melbourne and Sydney), two in South Africa (at Cape Town and Johannesburg), two in India (at Calcutta and Bombay), one in New Zealand (at Wellington), one in the Straits Settlements (at Singapore), and one in the West Indies (at Trinidad). Other posts will be created as opportunity arises. The scheme generally agrees with the recommendations of the Dominions Royal Commission. The Treasury has sanctioned the immediate inception of the scheme.

A DISASTER FOR GERMANY.

Her Biggest Chemical Works Destroyed.

London, November 22.
It is reported from Zurich that the Elektron Chemical Works at Griesheim-on-Main, near Frankfurt, the most extensive in Germany, were totally destroyed by an explosion on Tuesday. There were many casualties and immense damage.

GERMAN ATROCITIES.

The Guilty Ones to be Tried.

London, November 22.
In the House of Commons, Mr. Macpherson stated that the military authorities in East Africa were already taking steps to inquire into the commission of atrocities by the Germans and the German nation on British war prisoners during the early stages of the campaign in East Africa, with a view to bringing to trial anybody against whom satisfactory evidence was obtainable.

CHINA'S PROTEST.

A Statement by Mr. Balfour.

London, November 22.
In the House of Commons, Mr. Balfour stated that China had communicated to Britain the text of China's declaration to Japan and the United States regarding the Japan-American Agreement. He did not understand that the declaration meant that China had not recognised the Agreement, and the Government had no reason to anticipate that it would cause any difficulties between China and any other Ally.

THE COTTON SITUATION.

London, November 22.

The cotton spinners have declined the employers' offer of a ten per cent. increase from December 16 and a further ten per cent. on March 16.
The Cotton Control Board announces the arrival at Liverpool of 189,000 bales of American cotton, not included in the recent census. Supplies in Britain have thus been increased by this amount.

SUBMARINE ZONE EXTENDED.

London, November 22.

Reuter's correspondent at Amsterdam says it is announced in Berlin that the zone of the submarines has been extended to meet the Entente's sharpened hunger blockade against neutrals, chiefly by the establishment of a new barred zone around the Azores, which has become an important hostile base in Atlantic navigation, and the closing of the Channel to Greece which has up to the present been left open in the Mediterranean.

NEW FRENCH WAR COMMITTEE.

London, November 22.

According to Reuter's correspondent at Paris, a new War Committee has been established, President Poincaré presiding. It is composed of the Minister of Foreign Affairs, the Minister of Marine, the Minister of Munitions, and the Minister of the Blockade. It will be charged with the duty of directing the policy of the war.

EARLIER TELEGRAMS.

THE PALESTINE CAMPAIGN.

Our Troops Within Five Miles of Jerusalem.

London, November 21.

A Palestine official message states: The situation northward of Jaffa is unchanged. The Territorial Infantry carried Kuryet-el-Enab, six miles westward of Jerusalem, on Monday at the bygone point. The Scottish occupied Beitlikia, five miles north-westward of Jerusalem. Our mounted troops were in contact yesterday with the enemy four miles westward of Birch, on the Jerusalem-Shechem road.

Welcome Rains.

London, November 22.

Reuter's correspondent at Egyptian Headquarters, telegraphing on the 19th inst., reports:—Welcome heavy rains are falling. The military situation is unchanged except that our mounted patrols advanced in a north-easterly direction into the Judean hills. The town of Jaffa is intact, a considerable number of the population remaining although a portion of the better-class Turks left before our arrival.

SHIPPING RETURNS.

London, November 22.

An Italian official message says there were during the week 332 arrivals and 330 departures. One steamer over 1,500 tons was sunk and another was damaged but towed into port.

A French official message states that there were 348 arrivals and 361 departures. No vessels were sunk but one was unsuccessfully attacked.

REUTER'S TELEGRAMS.

THE BRITISH VICTORY.

Further Important Progress.

London, November 22.
Field Marshal Sir Douglas Haig reports:—Important progress was made to-day westward and south-westward of Cambrai despite continuous rain. Reinforcements of the enemy hurried up to oppose the advance were driven out of a further series of villages and other fortified positions and many additional prisoners were taken. The tanks again gave great assistance. We made progress on the right in the direction of Crevecoeur-sur-le-Court and captured north-eastward of Maanieres a double line of trenches on the east bank of the Canal-de-Lescourt where there was sharp fighting and counter-attacks were driven off. The village of Noyale-de-Lescourt, northward of Maroing, was captured early in the morning. Here also there was heavy fighting and counter-attacks were successfully repulsed. The British troops this morning moving north-eastward from Fiesquiers captured the defensive line south-westward of Ouland and the latter village and 100 prisoners. They continued the advance and later established themselves upwards of five miles behind the former German front line. West-Riding battalions, northward of Annenx, engaged the enemy southward and south-westward of Bourlon Wood. The Ulsters further west crossed the Bapaume-Cambrai Road and entered Moeuvres. Strong counter-attacks on the new positions in the neighbourhood of Bullecourt were defeated. The total guns captured is not yet ascertained.

How the Aeroplanes Helped.

London, November 22.
Reporting on aviation Field Marshal Sir Douglas Haig says:—Our aeroplanes attempted to work all daylong on Tuesday in conjunction with the operations between St. Quentin and the Scarpe. Low clouds, mist, a strong westerly wind, a drizzle and occasional rain throughout the day necessitated the pilots flying fifty feet from the ground. Even then at times they were quickly lost in the mist and continual attempts to maintain contact with the advancing troops were rendered almost impossible by the weather. The enemy's batteries, lorries, aerodromes, transport and railways were bombed, and batteries and small groups of infantry were machine-gunned. Valuable information was gained. Only five hostile machines were seen on the battle front. Eleven of ours were lost owing to the mist and the exceptionally low height at which they were compelled to fly.

Eight Thousand Prisoners.

London, November 22.
Field Marshal Sir Douglas Haig reports that 8,000 prisoners have been counted, including 150 officers. In the House of Commons, Mr. Bonar Law announced that 8,000 prisoners had now been counted, including 150 officers. At one point we had penetrated five miles behind the German lines and several more villages had been captured.

The German Account.

London, November 22.
A wireless German official report says:—Main English attacks under the protection of armoured cars strove to break through towards Cambrai and succeeded in capturing the villages in the fighting zone, including Graincourt and Maroing, also portions of permanently established material. Our reserves arrested the thrust on our rear positions. The enemy did not advance beyond our foremost line between Fontaine-lez-Croisilles and Riencourt. His attack southward of Vendhuile collapsed. A later wireless German official report says:—The English since noon have re-attacked with strong forces south-westward of Cambrai. Fighting continues. Strong French advances commenced this afternoon on the Craonne to Berry-au-Bac front.

A 60-Kilometre Front.

Paris, November 22.
The "Temps" states that the British offensive extends on a front of sixty kilometres. It was launched at 6.30 in the morning. The scene was extraordinary owing to the dense fog, which magnified with fantastic weirdness the tanks, inspiring awe into the enemy. No enemy aeroplane or balloon was seen throughout the day, consequently the enemy guns were ignorant of the whereabouts of the British batteries and fired in the air wildly, merely wasting ammunition.

A French Attack.

London, November 22.
A French communique says:—West of Lamiotte we attacked the German salient south of Juvincourt on a kilometre front of an average depth of 400 metres. We attained all our objectives, carrying strong defences. We took prisoner 176 and between Lamiotte and the Aisne a further forty were made prisoners. The artillery duel is lively in the whole of this region.

DETAILS OF HELIGOLAND FIGHT.

London, November 22.

The Admiralty publishes details of Saturday's action in the Heligoland Bight. Towards eight we sighted four light cruisers on a northerly course accompanied by destroyers and mine-sweepers or patrol vessels. The latter escaped north-eastward. One was sunk by our destroyers gunfire and a number of survivors, including a lieutenant, were rescued. The light cruisers and destroyers turned towards Heligoland and were pursued through the mine-fields. A running engagement ensued under a heavy smoke-screen until we sighted four battleships and battlecruisers. Our advanced forces broke off the engagement and turned back to meet their supports outside the mine-fields. Owing to these we were compelled to keep to the line taken by the enemy, consequently the area was too restricted for the supporting ships to manoeuvre in. The enemy did not follow us outside the mine-fields. We scored a number of hits. A light cruiser was seen afire, a heavy explosion took place on another and a third was dropping behind damaged. Their destruction was prevented by the presence of the enemy's large vessels and the proximity of Heligoland. Our damage was slight. There were some casualties among officers and men in exposed positions.

A wireless German official message says:—Besides many small British cruisers and destroyers in the Bight on Saturday, six ships of the line, or battlecruisers, participated. The British Admiralty report refers only to light forces. The British advance was quickly opposed with adequate force, causing them to retire. A number of hits on enemy ships and destroyers were obtained. German aeroplanes bombarded the large warships.

(Continued on page 8.)

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, November 21.

The silver market is quiet.

GERMANS IN MANILA.

To be interned in America.

Unless their present employers guarantee that they will not become public charges during the period of the war and that at its close they will be furnished with transportation back to Germany, the Germans who formerly were employed upon the ships seized here at the outbreak of the war and who since have found positions with private firms in various parts of the city will be required to embark upon the next transport for the homeland, and will accompany their brethren from the mountain capital to a detention camp in the United States, says the Manila Daily Bulletin of November 14.
A number of local Germans falling in the class mentioned have already been so notified and are being accommodated at Santa Lucia barracks pending the departure of the troopship, which they will board at this port. In official circles yesterday it was stated that in practically all instances the present employers of these men are unwilling to sign the guarantee requested by the government, and for this reason practically every one of the Germans from the ships that lay in this and other island ports up to the time of the declaration of war by congress will leave the islands in the course of the next few days.
Although no details are given out, it was learned that arrangements for the embarkation of the Germans from Baguio at San Fernando have been completed, and Colonel Quin, assistant to the chief of constabulary, left yesterday morning for the mountain capital where he will personally supervise the work of transporting the internees to their port of embarkation.

CANTON NEWS.

Reports of Fighting.

Our Canton correspondent writes as follows under date of the 22nd instant:—

A telegram from the Central Government has reached the various Departments to the effect that the resignation of Tuan Chi-jui, as Premier and Minister of War, has been accepted.

A report from Hunan states that the Southern troops have entered Changsha, the capital of the province, without encountering resistance, and that Tan Ho-ming, the Commander-in-Chief of the Southern Army, will now start out from Shuang Tam to proceed thither with the main forces.

A report from the Headquarters of the eastern expeditionary army says the troops attacked the Hing Ning district from three directions and captured it to city. The Swatow troops, owing to lack of reinforcements, have evacuated many points.

Another gunboat, the Sai Kong, has been robbed and sunk by soldiers in the Canton River. The Commander was ashore at the time, and up to the present the crew has not been located.

The magistrates of Yingtak and Ching Yen districts have reported that San Chung-hing (a nephew of Dr. Sun Yat-sen) has declared himself a Commander of a mixed regiment and has enlisted a large number of previously disbanded soldiers and citizens. He intends to bring the regiment to full strength in a month.

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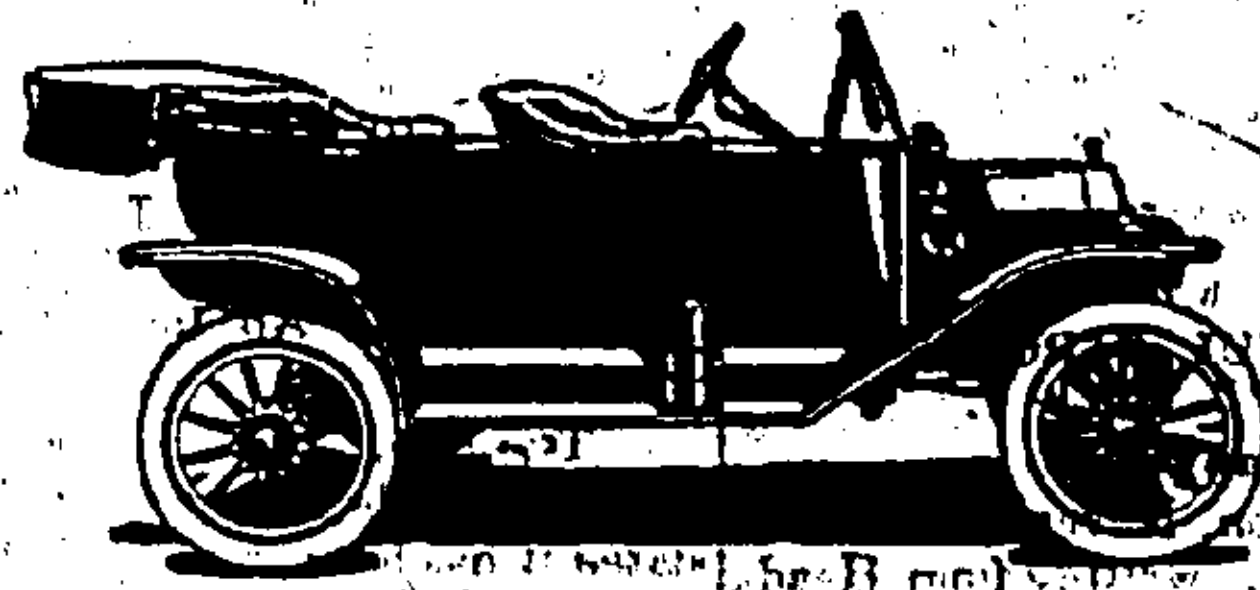
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GENERAL NEWS.

More Minerals from Staffs.
Annual returns issued show an increase of about forty thousand tons of mineral raised in the area of the Staffordshire Mines Drainage Commission compared with last year.

Handcuffed Prisoner's Escape.
While being taken handcuffed from Bagshot to Alderhot, the prisoner struck the police, jumped over the parapet of a bridge into the water, swam fast below and disappeared in the darkness. He has not yet been recaptured.

Fatal Accident.
Captain Lewis Scott White, R.F.C., who was killed at Warrington, was the youngest son of Dr. E. White, of Bath. He held the position of flying instructor at Wiltshire camp, and received the M.C. from the King.

School and Slon Fein.
Summoned for not sending to school a little girl of whom she had charge, Mrs. Mary Ann Finnegan explained in a Dublin police court that the child went to school but the mistress would not admit her because she was wearing the Sinn Fein colour.

2,000 Loyal Troops Killed.
The China Press of the 15th inst. states that according to a report from Swatow, 2,000 loyal troops under the command of General Mo Ching-wo, Garrison Commissioner of Swatow, and General Li Hoo-shi, Tsuchun of Fukien, were killed or wounded in a battle in a vicinity of Chao-chow on Thursday, the rebels losing two hundred men.

Tientsin-Pukow Railway.
Since the washing away of a portion of railroad last month the through traffic service of the Tientsin-Pukow Railway has been suspended. It is now learned, says the Peking Daily News of the 15th inst. that the repairing work has been completed and that beginning from to-day through mail-trains will be run between Tientsin and Pukow as usual.

Shipping and Engineering.
The difficulty of supplying fuel to the great number of vessels that are being built with internal combustion engines or oil-fired boilers is discussed in an interesting leading article on Future Oil Supplies in this week's issue of Shipping and Engineering. Other articles are "The Merchant Marine after the War," "Japan's Steel Supply," "The Minerals of China," "America's Merchant Fleet," "Curtailment of Merchant Shipping," "The Dover Patrol," etc., while local matters are dealt with in shipping and engineering notes.

Warning to Tobaccoists.
The Board of Trade call attention to paragraph 6 of the Tobacco Restriction Order (No. 3), 1917, dated August 13, 1917, which states that "every person who sells tobacco by retail shall exhibit and keep exhibited in a conspicuous position in the shop, bar, store, or place where he sells tobacco a copy of the schedule or list in force for the time being, whereby the maximum price at which tobacco may be sold by retail is fixed. An inkkeeper shall in addition exhibit such schedule or list in the entrance hall of his inn." Restaurants and hotels where tobacco, cigars, or cigarettes are sold by retail are within the Order. Failure to exhibit the schedule or list is a summary offence under the Defence of the Realm Regulations. Distinguished Japanese Journalists Entertained.

A luncheon party was given at the Shanghai Club yesterday by the British and American daily newspaper editors of Shanghai in honour of Mr. K. I. Ishikawa, editor of the Jiji Shimpo, and Mr. I. Tokutomi, proprietor and editor of the Kokumin Shimbun who are visiting Shanghai. At the last moment, however, Mr. Ishikawa was unable to be present. Several other guests, Japanese and Western were present. Those at table were Mr. J. D. Clark, Mr. M. J. Cox, Baron Fujimura, Mr. O. M. Green, Mr. M. Harada, Mr. H. Hira, Mr. K. Kishi, Mr. R. D. Neish, Mr. E. A. Nottingham, Mr. E. O. Pearce, Mr. H. Phillips, Mr. T. Sahara, Hon. Thos. Simmons, Mr. I. Tokutomi, Mr. H. W. Webb and Mr. T. Yamamoto. One or two speeches were made, to appropriate toasts in which the speakers dwelt on the great influence for peace which America, Japan and Great Britain are destined to exert in the Far East.

GENERAL NEWS.

Salary for Leeds Lord Mayor.
The Labour Party in Leeds will at the next meeting of the City Council propose that a salary of £1,500 shall be paid to the holder of the office of Lord Mayor. A few years ago the Council voted such a salary, but after twelve months' experience reversed its decision.

Duke and Volunteers.
The Duke of Connaught inspected troops, including Volunteers, in Edinburgh recently, Lord Rosebery and the Secretary for Scotland being among the spectators. The Duke of Connaught hoped the Volunteers would all soon be in uniform, but he supposed the English Eastern counties would be served first.

A Good Sign.
Leeds Municipal Secondary schools are overcrowded and the congestion is so acute that a waiting list has been opened. The education authorities believe this state of things to be due to the exceptional prosperity of the working classes and their appreciation of the importance of higher education for their children after the war.

Shanghai Golf.
Mrs. John Hays holed her tee shot at the ninth hole at Kiangwan. We believe that this is the first time a lady has performed the feat, although it has been done by men. Captain E. I. M. Barrett won the Captain's Cup of the Shanghai Golf Club at Kiangwan. In order to win this trophy a player has to win a monthly cup and all his matches in the play-off.—*N. C. Daily News.*

Hangchow News.
The Hangchow correspondent of the *N. C. Daily News* writes:—The Chinese officials, merchants, priests and schools are making a big effort to raise money for the distressed through the floods at Tientsin, etc. A big chrysanthemum show is being held on the Emperor's Island, and is daily visited by several thousand people, and it is hoped through the show and other side-shows to collect at least \$10,000 and forward it to the Relief Committee. The race week visitors to Hangchow have been favoured with lovely weather this year, and have enjoyed their stay at the lakeside immensely.

Reducing Infant Death-Rate.
Lady Jellicoe, supported by Lady Roxburgh, Mrs. Lessing, and Mr. E. A. Strauss, M.P., opened the St. George's Welfare Centre, Southwark, recently. She said that it was in such times as these, when statistics showed that it was more dangerous to be a baby in this country than a soldier in the trenches, and when babies died through lack of knowledge on the part of the mothers—not through lack of love—that she welcomed every welfare centre that was opened. She was sure that the mothers of Southwark would find it a great boon. Dr. Millem, medical officer of Southwark, said that district had been working at remedial influences for 25 years with such success that the death-rate of babies in the borough had been reduced by one quarter what it was before.

French Deaths Exceed Births.
Only 312,000 children were born in France during 1916. In the same period there were 700,000 deaths among the civilian population and 400,000 among the military forces, making an excess of deaths over births of 788,000. Before the War the estimated number of deaths annually in France was 725,000 and the number of births, 775,000, making an excess of births over deaths of 50,000. The attention of the American people to these facts is called by Mrs. Rutherford Stuyvesant, Treasurer of the American Fund for the Obsolete Maternelle de Paris, in the latest appeal sent out by the organization. She says: "The children of this War have twice a right to our sympathy and love; they come into the world amid sorrow and suffering—and a spark of heroism has stamped them before their birth. Let it be our duty to give them opportunity. No contribution could be too large and none can be too small for the great endeavour of building the new generation on which will fall the greatest War of history, the task of a renaissance of the world."

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SCHOOL OF ORIENTAL
STUDIES.

Important Work in Finsbury
Circus.

The School of Oriental Studies has just issued what in normal times would have been the first number of a quarterly Bulletin, says the *Observer* September 28. It is a publication which is likely to attract a good deal of attention on account of the quality of its articles. Amongst other features it contains an important contribution on Chinese poetry, some of the earliest Chinese poems being here translated for the first time. The summaries of lectures delivered at the school show the activities of the institution.

From the Introduction to the Bulletin, which is contributed by the Director, we gather that Professor E. Denison Ross is certainly not of opinion that a little learning is a dangerous thing. On the contrary, he shows how even a slight knowledge of Oriental languages may be a great help to an understanding of the peoples and how it may give an insight into their literature. There is no need, he declares, to be alarmed at the supposed difficulties.

"If everyone who expressed a desire to learn Chinese were told that language contained 50,000 characters, of which the vast number are strange to the best educated Chinese, he would very naturally feel discouraged. If, on the other hand, he were told that the mastery of a few hundred characters would enable him to read and enjoy the Confucian Analects with the aid of a translation, he might be encouraged to embark on the study of this wonderful language, and realize the keen pleasure and intellectual gain which this study presents. But none of the other languages taught in this school offer such difficulties as Chinese and Japanese. Malay, for example, is simplicity itself as far as grammar is concerned, while Persian, in spite of its unfamiliar alphabet, is an easy language to acquire."

It is greatly to be regretted, Dr. Ross thinks, that Hindustani,

a language which is understood throughout the length and breadth of India, and is spoken, though seldom correctly, by thousands of English men and women daily during their sojourn in that country, should so rarely be an object of serious study outside the small band of those who seek for reward. It is a rich language and is capable of expressing the most varied shades of meaning.

The proper time for those who are going to the East to begin to study the Eastern languages is whilst they are at home and have a greater opportunity for study than the first year or two of residence in a strange country is likely to afford them. It is, in fact, the first aim of the school adequately to equip the men and women who are taking up their work in the East. Its second object is for scholarly research, and its third for stimulating an interest in Eastern languages, customs, and religions. For the first purpose the school has both European and native teachers; for the second, which concerns chiefly classical languages, such as Sanskrit, Arabic, and Chinese it is recruiting the best possible professors, and for the third there are popular lectures and courses on subjects connected with Eastern countries, especially history and religion.

The school, which reopens tomorrow, occupies the site of the old London Institution in the heart of the city, in Finsbury Circus. It was formally opened last February by the King, and it has been an agreeable surprise to find that, in spite of the war, it has already secured one hundred and fifty students. Whilst a handsome grant is made by the Government, its policy has been to rely upon public support as well, and in other times than these ample funds would no doubt have been forthcoming. It is the hope of the governing body to raise £150,000 to establish an endowment fund. "The nicest thing that could happen," said an authority to a representative of the *Observer*, "would be the endowment of chairs like those endowed at other colleges for Spanish. Here chairs might be endowed, for example, for Arabic and Chinese. The cost of the endowment of a chair is about £800 a year, or a single donation of £10,000."

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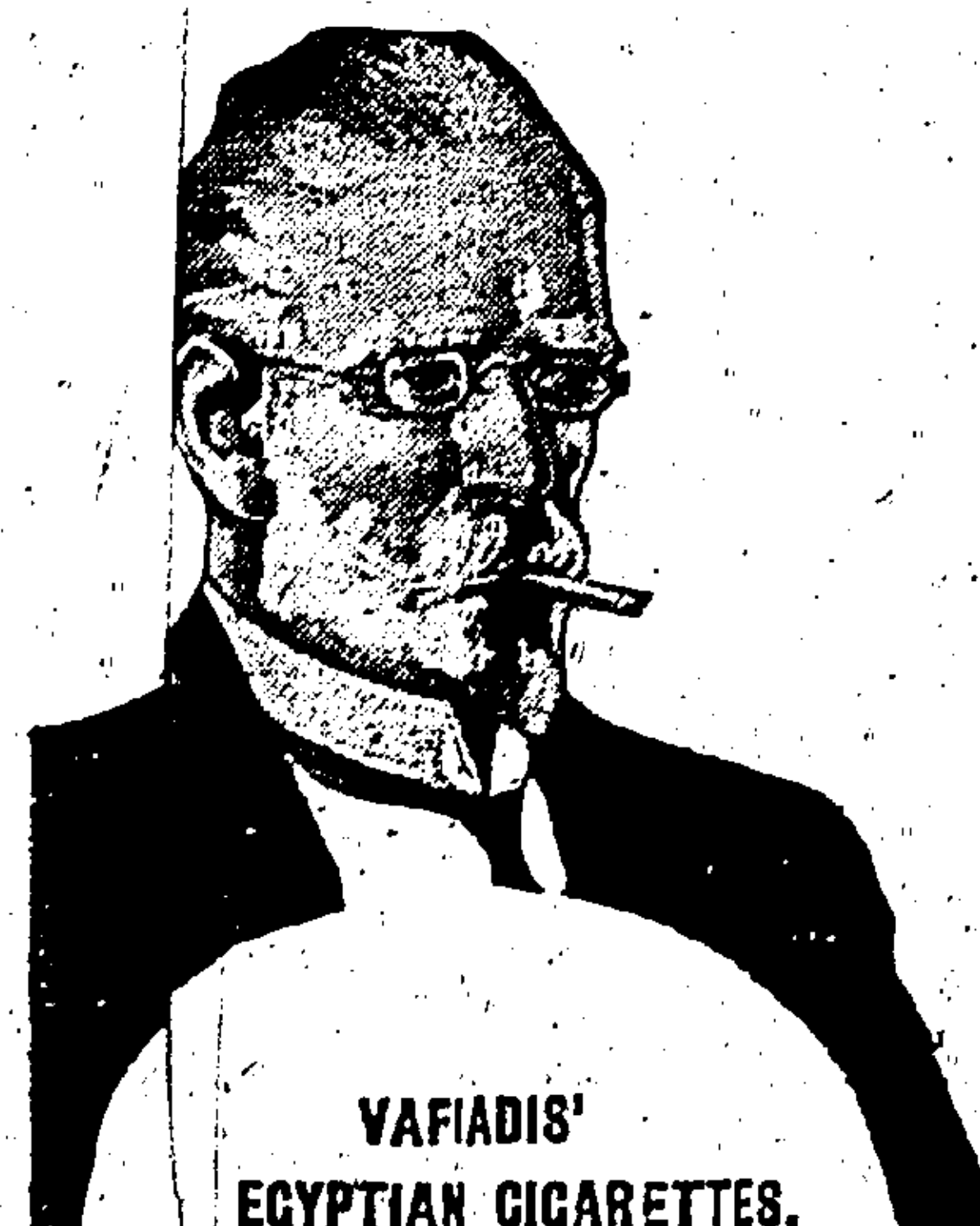
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G. R.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 23, 1917.

OUR PART IN THE WAR.

If there is one thing that can be said of the British people in the present war more than another, it is that they have never been given to loud bragging concerning the nation's really wonderful achievements during the past three years. That is characteristic of the race—whatever we take in hand, whether in war or peace, we set ourselves grimly to the task, preferring rather to work than talk, and our past history shows that we generally succeed in seeing the business through to the end. So far, this war, despite the tremendous calls that it has made upon the whole of our resources, has been no exception to the rule. We entered it, not in any moment of jingoistic excitement, but calmly and deliberately, well appreciating the seriousness of the step, because honour and duty called us, and we have continued, as we shall to the end, with steady and patient determination, willingly shouldering the ever-growing burdens, because we know that, if we faint not, victory is bound to be ours. We have made mistakes—it is by these that we gain experience—and at times we have appeared to be just muddling through. But, taking a broad survey of what we have accomplished, we can feel justifiably proud of our part in the war and of the fact that the present finds us animated by a growing resolve to persevere till we have achieved that which we set out to perform.

It is well that we should pause occasionally and contemplate the nature and the extent of the work which Britain has done, not from a sense of boastfulness, but so as to offset the croakings of those who, in every war we have entered upon, have taken a delight in pointing the finger of criticism at what they consider our sins of omission and of commission. Many such have arisen during the present struggle, and they have appeared to glory in their self-appointed task, rather than to feel ashamed at the depression they have created in certain quarters. Lord Northcliffe would almost appear to be one of this band of grumblers, judging by some of his observations when refusing the offer made him to take charge of the Air Ministry. In effect, he stated that he could not accept the post because, on coming back from the United States, where everything was bustle and hurry, he found Britain dallying with urgent questions and content to allow useless officials to remain in power. It did not apparently occur to him that, as he was the man who could see what was wrong, it was his duty to take a hand in the remedial work. Possibly his extreme modesty had something to do with the refusal. Be that as it may, it did not sound well, coming from a Briton who had just concluded a Government mission to the States, to hear that, unless we rapidly changed our methods, America would soon take entire charge of an important part of the war. We are the first to admit the thorough-going and systematic manner in which America is going into the struggle; nothing could be finer. But the Americans themselves would never dream of suggesting that they were going to take the control of the war out of our hands. They know, and realise what Lord Northcliffe seems to have shut his eyes to—that, though our methods are different to theirs, we are in no sense less effective in our work than are they; besides which, America comes into the struggle profiting by the experience we have been through.

We do not suggest that there has not been a great deal of avoidable muddling in our conduct of the war. Had there not been, we should have been more than merely human. But we do want Britishers to feel, and the world to know, that our contribution has been a thousand times greater than our sheer obligations to our Allies. As Mr. Asquith well pointed out a couple of days ago, we have kept the sea free, expanded our Army into seven Divisions and placed our armaments and credit at the disposal of the Allies. We have sent soldiers to the assistance of all the Allied peoples and now we may possibly ration our own people so as to provide supplies for Italy and France. These are hard facts which no one can offset the jeremiads of the professional grumblers. And we can ponder over them, not with overweening pride and foolish glee, but in a spirit of thankfulness that we have had the power and the will to do these things.

The Great Victory.

We had, like most people, become so very much accustomed of late to thinking of the British troops on the Western Front as being engaged almost exclusively in the Flanders area that we must confess to a feeling of considerable surprise when we read that on the banks of the Scarpe and in the vicinity of St. Quentin our gallant troops had just accomplished one of their greatest victories for a long time past, and one which seems to have been effected with so much skill and secrecy that the enemy, like every body else "not in the know," were taken completely by surprise. In eloquent testimony of this is the fact that, so far, the number of prisoners taken total at least 8,000—truly a very substantial "bag." And, in striking contrast, is the equally important fact that our casualties are numerically insignificant. In every respect, therefore, the latest British advance can be hailed as a great triumph, especially since it is one, it should not be forgotten, that has been made directly upon the formidable Hindenburg Line, which the enemy had boasted had been made so secure that "it could resist the armies of the World."

Details are now to hand explaining how it was all done. An unheard of secrecy seems to have prevailed while the preparations were being made. "Not a whisper reached the correspondents, who were constantly up and down the lines," admits Mr. Philip Gibbs, one of the most alert of the journalists at the front, nor "did the enemy dream of such a blow," adds the correspondent. And early in the morning, in misty weather, the British dashed forward on a sixty-kilometre front. As a variation on previous tactics—and one which succeeded admirably—the offensive was unheralded by the customary bombardment. Thus, first, in trench and dug-out, imagined himself as safe from attack as though he had been on the banks of the Spree. Suddenly, British tanks, no doubt looking, as one of our correspondents says, "awe-inspiring" as they emerged out of the mist, moved forward in large numbers and swept all obstacles before them. The cavalry and infantry followed on the former, owing to the favourable nature of the ground, having such an opportunity that has rarely presented itself, and, by their joint actions, assisted ably by the artillery, the Germans were completely routed. Thousands of prisoners, as stated, were taken, and an advance made of fully five miles. It is truly a magnificent victory and one in which every Briton cannot but feel the utmost pride. It is likewise a triumph of new tactics, and one which speaks well for the ingenuity of the plans just as much as for the glorious manner in which our troops carried them out to complete victory.

How was it Done?

The police are to be commended for taking steps to rid the Colony of professional beggars. Two of these were before the Court yesterday, and each is now doing a month's hard labour by way of a change. These men, who neither toil nor spin, employ little children to go out and beg for them while they themselves do nothing beyond gathering in the takings. In one of the cases it was shown that a little girl had been sent out with a baby strapped to her back, and on the mother being sent for, the latter said she had no money, as her husband was a beggar and had not been heard of for months. Investigations, however, led to the discovery of the father of the child lying in bed smoking opium. In the other instance, it was shown that the child employed had a placard displayed containing a whole catalogue of lies. In these cases, it happened to be that the Chinese public were the sufferers through being deceived, but Europeans often encounter the same class of professional beggars. Indeed, one woman with a child (whose name may or may not be one of genuine distress) is to be seen regularly in Battery Path every evening soliciting alms. These people are a nuisance to everybody, and we hope that in course of time they will all be cleared off the streets.

The case in which a Chinese was charged with attempting to commit suicide by jumping off a launch off near Kowloon City was adjourned to this morning. His Worship inquired whether the man was willing to return to his home so that a man had come forward and promised to look after him, but the man replied that he could not go, as he owed some money and wanted to pay that first. The Chinese who said he would look after the defendant promised to pay the debts and these were adjourned until Monday next, if this has been done when his Worship will consider discharging the man.

A respectable Chinese was charged before Mr. J. R. Wood, at the Magistrate's Court this morning, with being on the stairs of 8, Yuk Ng Street for an unlawful purpose, and also with having a bear pair of pliers in his possession, he used to break down the wall of the building there. Inspector O'Sullivan stated that noises had been heard on the stairs on several occasions and late last night they were heard again. The occupants rushed down and found the defendant who threw the pliers down. There was no intent to commit a felony for apparently the object was to spy into the offices. The Rev. Mr. Shann was present in Court on behalf of the accused, and his Worship adjourned the case, fixing bail at \$20.

Before Mr. J. R. Wood, at the Magistrate's Court this morning, a Chinese was charged with assaulting a woman, the complainant stated that the defendant invited some boys to go up some stairs and that the defendant carried a whole lot of junk and laid the defendant demanded \$5 in money from him, saying he would do him bodily harm, the money was not paid. Yesterday the defendant and the other men attacked him. Defendant's story was that he accidentally stepped on the man's foot he was set upon by the complainant and other men until he was rescued by a constable. His Worship did not believe the defendant's story and passed a sentence of one month's hard labour.

DAY BY DAY.

MISCHIEF MAY EASILY BE DONE QUICKLY, BUT GOOD WORK IS GENERALLY DONE SLOWLY.—Ruskin.

To-morrow's Anniversary.
To-morrow is the birthday of Sir William Leveque, who was born in 1818.

The closing rate of the dollar on 22nd 10/8. The closing rate will be put on Page 1.

Raffle.
Miss Lill is raffling a dressed Scotch kilt called "Highland Lassie" for the "Heather Day" funds. Tickets are \$1 each.

Wedding.
The wedding of Dr. Osorio and Miss Amalia Castro is to take place at the Cathedral of the Immaculate Conception to-morrow afternoon.

Opium Not Biscuits.
As he was coming off a wharf yesterday, a Chinese was found to be carrying two tins of biscuits, which, on being examined by a lokong, we found to contain four tins of opium. Before Mr. J. Wood, at the Police Court this morning, the man was fined \$300, four months' hard labour.

Good Hunt.
A shop boy, employed at money-chest's shop in Hennessy, has reported to the Police that he was walking over the railway bridge Chalm Road, when two men came up behind him and snatched out of his hand a handkerchief, which was \$500 in notes. Thieves ran away and have not been caught.

Condemned with Two Cases.
Before Mr. J. R. Wood, at the Police Court this morning, a Chinese was charged with the unlawful possession of two tins of coal at Kowloon. Mr. J. H. Gardiner appeared to defend. Inspector Gordon stated that the man was a witness in another case, which was due to be heard this afternoon. The case was adjourned, bail being fixed at \$100.

Attempted Suicide.
The case in which a Chinese was charged with attempting to commit suicide by jumping off a launch off near Kowloon City was adjourned to this morning. His Worship inquired whether the man was willing to return to his home so that a man had come forward and promised to look after him, but the man replied that he could not go, as he owed some money and wanted to pay that first. The Chinese who said he would look after the defendant promised to pay the debts and these were adjourned until Monday next, if this has been done when his Worship will consider discharging the man.

Was a Spy?
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A Lad Excuse.
Before Mr. J. R. Wood, at the Magistrate's Court this morning, a Chinese was charged with assaulting a woman, the complainant stated that the defendant invited some boys to go up some stairs and that the defendant carried a whole lot of junk and laid the defendant demanded \$5 in money from him, saying he would do him bodily harm, the money was not paid. Yesterday the defendant and the other men attacked him. Defendant's story was that he accidentally stepped on the man's foot he was set upon by the complainant and other men until he was rescued by a constable. His Worship did not believe the defendant's story and passed a sentence of one month's hard labour.

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Sandries 171.50
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Gift Stall 1129.20
Gate Money 188.40
Bar (including sale of surplus stock) 187.40
Red Cross Nurse 101.05
Cocoanut Shies 319.50
Chinese Conjurors 80.50
Sale of Flags 840.40
Shooting Gallery 140.00

\$10,022.53

Less loss on small coins 9.88

Less Sundry charges outstanding (to be paid to General War Charities if collected) 45.61

55.48

Grand Total for Remittance \$10,022.53

Remitted to London \$1,400. at 2/10 = \$9774.54

2/11 = \$237.45

10,011.99

Balance to General War Charities A/c 10.54

A personal acknowledgment has been sent to the many who kindly assisted with gifts in money or kind, but the Committee take this opportunity of thanking them all collectively, as also those who laboured at the stalls and side shows at the Fete. Thanks are also due to the following firms for gifts or other valuable assistance:—

Messrs. Wang Hing, the Colonial Stores, Sing Fat, Lee Sang Wob, Robinson Bros, Nestle and Anglo-Swiss Milk Co., W. O. Humphreys & Co., Wiseman Ltd., (Hongkong), Hongkong Dairy Farm, the Sincere Co., Ltd., Kwangtung Electric Supply Co., Ltd., the Shamen Store, Nan Yang Bros. Tobacco Co., Parsee Trading Co., A. S. Watson and Co., Ltd., Deacon and Co., Ltd., the Hongkong Cigar Store, S. Moistie and Co., Ltd., (Hongkong), W. Farmer and Co., Butterfield and Swire, Manners and B. Chikhouse, W. A. Hannibal and Co., Bernades Noronha and Co., British-American Tobacco Co., Ltd., Lever Bros. (China) Ltd., K. A. J. Chormall, Faranell and Co., M. Djalles and Sons, W. Boelchard, D. Chellaram, W. Powell, Ltd., (Hongkong), P. D. Melvani & Co., Jardine Matheson & Co., Ltd., T. E. Griffith Ltd., Herbert Dent & Co., the Asiatic Petroleum Co. (South China) Ltd., Mitsui Bussan Kaisha, Shevan Tomes & Co., Holland China Trading Co., Anderson Music Co., Ltd., (Hongkong), Little, Adams & Wood.

Monthly subscriptions 120.00

Red Cross—

"Our Day" 1917 110,375.72

Auction held at Phoenix Club on "Our Day" 257.25

Soldiers and Sailors Families Association—

P.J.L.O. (Monthly sub.) 10.00

Mr. H.A. Nisbet do 25.00

Mr. H.B.L. Dowbiggin 25.00

Officers Families Fund—

P.J.L.O. (Monthly sub.) 10.00

Hon. Mr. H.E. Pollock (Monthly subscription) 30.00

J. O. S. S. 500.00

Mr. H.B.L. Dowbiggin (Monthly subscription) 25.00

Already acknowledged 543,072.14

Total \$ 690,013.41

Amounts remitted etc. 632,106.93

Balance in hand \$ 27,916.48

N. J. STABB,

Hon. Treasurer.

Hongkong, 22nd Nov., 1917.

10-DAY'S MISCELLANY.

The badges and the mottoes of the corps, regiments, and departmental corps of our army are a fascinating study, writes "G. B." to a Home paper. Each badge or device has a story of its own. It is regimental history in "tabloid" form. The army badges may be classified under the following headings:—Royal badges, descriptive badges, territorial badges, family and clan badges, Indian and Mediterranean badges, and foreign badges. We have representations of the elephant and the horse, the tiger and the lion, the antelope, eagle, and eagle, the cat, the serpent, and the Paschal lamb. Fabulous monsters are represented by the Sphinx and the dragon. The gun, grenade, fusil, lance, carbine, and rifle are badges which clearly indicate the branch of the service entitled to wear them. The trumpet, the bugle, and the French horn denote other units of the service, and flowers, leaves, and crosses have their special significance.

The eagle is a foreign badge, and is one of the earliest standards of war. It was first used by the Persians. It is said to have been carried at the Battle of Cunaxa, B.C. 401, but it is most famous in history as the standard of Imperial Rome. Charlemagne, after his coronation at Rome, A.D. 800, adopted the spread eagle, by this badge denoting that in his hands were the government of both the Roman and German empires. In the arms of the present German Empire the eagle is single-headed, and sustains on its breast the arms of Prussia (the original Imperial eagle of Charlemagne), with the Hohenzollern arms. Austria maintains the double-headed eagle, and Russia, under Ivan III, assumed it in 1472. In 1804 the Roman eagle was adopted by Napoleon as the Imperial symbol of France. It was set aside at his fall, restored in 1852 by Napoleon III., and abolished in 1870, under the republican regime. The King of Poland also had an eagle, and the eagle has been adopted by the United States of America.

The Prussian, Austrian, and French eagles have been adopted as badges in the British army. The Prussian eagle, as a badge, is worn by a regiment of hussars. It was granted in 1793 in honour of the Duchess of York (Princess Royal of Prussia), when the regiment was known as the Duchess of York's Own Light Dragoons. The Austrian eagle is a badge of the King's Dragoon Guards, whose band is now stationed in Manchester. Permission was granted to that regiment to wear the double-headed eagle of Austria in the form of a collar badge "as a mark of respect" for H.I.M. the Emperor Francis Joseph, who in March, 1896, was gazetted colonel-in-chief of the regiment. Shortly after the outbreak of the present war this distinction was withdrawn. The French eagle is worn by a regiment of dragoons, the Royal Scots Greys, the Essex Regiment, and the Royal Irish Fusiliers to commemorate the capture of eagles in campaigns of long ago.

The great diamond found in the Du Toits Pau mine will not bear comparison with the Cullinan gem which weighed in its uncut state eight times as much. But it makes other historical diamonds look small, including that for which its owner, a Borneo Rajah, refused £20,000 and two war brigs fully armed and equipped. Relatively unimportant, too, was that great diamond given to George III just as the Warren Hastings trial was coming on, the donor being suspected to be the accused himself, although this was so big that a popular scurrilous ballad ran: "In the princesses run and surprised cry 'O is! 'Tis as big as the egg of a piggon, papa!'"

A Generous Response.
A sum of £14,550 was raised at an old English fair at Northampton recently for the Red Cross. The promoters aimed at raising £5,000.

THE QUARRY.

By Capt. H. B. C. Pollard.

One of the most marked peculiarities of the soil in most parts of Flanders is the complete absence in it of stone or pebbles of any kind. In England anyone crossing a ploughed field could generally pick up a stone at any moment, but in that part of Belgium which is near the firing line you may look long and earnestly before you come upon a single pebble.

This absence of stone is a joy to the industrious peasant proprietor, but a thorn in the side of those military engineers who are responsible for the repair and maintenance of roads in the fighting zone. In peace time, road metal can be imported from distant quarries, or gravel and shingle be brought from the sea beach; in war, however, the railroad system is congested with other things than stone. As a result, road metal is so precious that it is guarded by sentries lest immoral gunners or others purloin it to make horse-drawings, footpaths to dogouts, or other minor luxuries.

One day an observant English subaltern climbed one of the few hills in that part of the world and observed that a ridge of sandstone showed as an escarpment. Being a lad of ideas, he further noticed that this same sandstone was hard and durable where it had been exposed to the air, so he placed samples in his haversack and reported his find to a General of Engineers.

On the following day the native tiller of the soil might have observed a small band of perspiring staff officers supported by as many lesser luminaries, toiling up and down the hill. At mid-day a conference was held and the General spoke:—

"We have got to have stone of some kind," he said, "and this is pretty poor stuff, but after all it is stone. Work on the quarry will start to-morrow."

It was an impressive moment and one full of significance for the junior officers, for those simple phrases of the General had committed the British Army into making a quarry and there were those present who would henceforth be required to run a quarry producing stone—whether there was any there or not, for as everyone knew, even the General could not tell what was inside that significant little hill.

A week later a Captain known as O. C. Quarry, assisted by a Lieutenant known as A. Assistant O. C. Quarry, sat in a weather-board hut overlooking a series of sandy holes in the ground. Men were at work in the holes; Belgian civil labour working side by side with khaki clad fatigue parties. Along the edges of the holes were growing piles of sandstone wet, soft, and pliable to the touch, but rapidly hardening into substitute road material. The Captain and the Lieutenant gazed at one another dimly over the trestle table. Before the war the Captain had been a bank manager and the Lieutenant a budding civil servant; now by dint of the magic of the extemporised British Army, the use of a black pocket-book called Molesworth's Pocket Book of Engineering Formulae, and a native mother wit, they were temporary civil engineers. Together they had worked out an ambitious scheme for the erection of big screens to separate the stone from the sand, and were plotting a special Decauville railroad system run by gravity.

"Success and strains be hanged," said the Captain. "We can cut trees in the wood, and if we use the biggest stuff we shall be on the safe side. Look at this diagram of a revelation. Well we shall want thirty foot high timber banks for that—and trees are all we can have."

"It's the devil of a job," said the Lieutenant, "but its got to be done—that's all."

The motto of that quarry was "It's got to be done—that's all." Help came from strange quarters; a visiting artillery major who was a civil engineer in ordinary life, gave a few hints and explained the method of tying back uprights to another log with wire straining cables. An elderly private from a Labour Company,

who claimed to be a "general contractor" in private life, undertook the mystery of concrete foundations, and a Canadian showed some new devices for splitting tree trunks into suitable thin rough timbers.

Little by little the quarry grew, and a great reef of sandstone rock was exposed. Soon the broken stone was all cleared and the main body had to be attacked with blasting explosives. The Lieutenant held a social class in blasting instructions to teach the Belgian foremen a proper respect for such touchy things as detonators. So soon as they had mastered the new art they applied for higher wages.

The Captain went long expeditions to the peaceful hinterland of the war, such places as Calais and Amiens, and returned with all the old light Decauville railroad track and tilting trucks that he could find. The pay roll of workers began to enlarge, forges smoked and lean-to hutments sprang up, while steadily the great mole of sand and earth pushed out toward the standing bulwark of tree trunks that were to mount the sorting screens.

In the meantime stone was carried down to the roads in horse-drawn wagons and used for absolutely necessary repairs. Envious staff officers from other corps that had no hills of sandstone, visited the scene and then went to intrigue with headquarters in order to obtain a portion of the plunder. Hostile aeroplanes risked life and wing to photograph the new activity, and puzzled German Intelligence officers must have argued over their prints, pondering the question of what on earth the British were doing behind the hill, what monstrous engines of war they were concealing there. The Captain turned out calculations estimating how much stone he could deliver if all went well, and the authorities gave him the necessary gear that he required. The owner of the unproductive fields that had been the hillside settled his negotiations with the British Claims authorities, and departed on a world tour to enjoy his new riches, and all day the great pits, echoed to distant gunfire or shook with the shuddering reverberation of their own blasting operations.

The quarry was a great success; a really productive effort; but in the little eastment the local worthies would gather at night debating the admissibility and the inconceivable extravagance of the British. To put soft stone like this on roads, to accomplish such giant works merely for a little stone,—it was incredible.

The General did not hear this comment, but would have been amused if he had. He knew the work the stone was doing. Endless chains of motor lorries, gun limbers, carts, all kinds of wheeled vehicles from Staff-motor cars to little dog-pulled carts rolled easily over the new roads. Mud was subdued, shell holes filled in and made, good motor ambulances could run swiftly and smoothly without jolting or hurting their suffering burdens. Horses stood on clean sandstone, and not pastern deep in freezing mud. Infantry marched easily over the new surface. All the movements of the Army day in and day out were eased by the excellence of the roads, and it was all due to this quarry. The Captain and the Lieutenant knew better; they knew that they had worked the miracle. As a matter of fact, the observant subaltern who had first noted the sandstone outcrop was the real genius, but he knew nothing about it, having rejoined his regiment long ago, quite unconscious that he had altered the face of the country and done an enormous amount of good to everybody concerned.

Shipowners' Danger.

Lord Furness, presiding at the Prince Line meeting at Newcastle, said there was a danger, through heavy taxation, of the source of profit being limited, and the shipowners would find foreign competitors so firmly established that it would be impossible to dislodge them.

FOOTBALL.

To-morrow's "Heather Day" Attraction.

To-morrow, commencing at 4 p.m. sharp, there is to be a most interesting League match on the Club ground, when the Hongkong Football Club meet the Navy. During the afternoon there will be a collection on behalf of the "Heather Day" fund, and it is hoped that a large crowd will attend. The game should be an extremely interesting one.

The Club team will be:—Goldenberg, Carr and McCabbin; Ralston, Stewart and Rodgers; Campbell, R. Wood, Goldenberg, Chassels, McTavish and Stalker.

FOOTBALL NOTES.

Interest in League football is now becoming general, and the following tables will give some little idea of the strength of the respective teams in the premier competitions:—

	1st DIVISION.	Goals.
R. E.	P. W. D. L. F. A. P.	
R. G. A.	2 2 0 0 10 1 4	
Club	1 1 0 0 2 1 2	
Middlesex	2 0 1 1 3 4 1	
Navy	2 0 1 1 2 10 1	
U. S. LEAGUE.	1 0 1 0 1 2 0	

	Goals.
P. W. D. L. F. A. P.	
Defence Corps	1 1 0 0 4 2 2
Navy	2 1 1 0 4 4 2
R. G. A.	1 0 1 0 0 2 0

Of course the season is very young and there may be many surprises, but the Club are capable of achieving a better standard of football than they have attained so far. The R. E. appear to have found their stride, for, after a hard fight with the Navy, they defeated the Middlesex in a most convincing manner. They possess no outstanding artists, but are a well-balanced side. The R. G. A. did not make a very impressive show against the Navy, their forwards making very little headway when in possession of the ball. Of course, they were handicapped through two of their first team being under suspension. They are sure to improve, and good things may be expected of them in the near future.

Of the Middlesex team little can be said. No doubt if they were taken in hand by a good trainer they would vastly improve, and hold their own quite easily with the other teams. A few of their players evidently think it right to often query the referee's decisions. This does not tend to make good sport. Of course, the other teams are not faultless in this respect. The Club have lost one or two of their old players, but I hear that new men of no mean ability have been found to fill their places. They can be relied on to put up as good a show as last year. Much has been heard of the Navy these last few days. Rumour has it that several professionals have put in an appearance, and, if this be so, lovers of the game will have a treat in store. The H. K. Defence Corps is practically one and the same as the Club, therefore nothing further need be said.

	2nd DIVISION.	Goals.
P. W. D. L. F. A. P.		
88th Co. R. G. A.	4 3 0 1 8 3 7	
8th. China Ath.	3 2 1 0 7 2 4	
83rd Co. R. G. A.	2 1 0 1 5 1 3	
Kowloon	3 1 1 1 5 6 3	
St. Joseph's	2 1 1 0 5 4 2	
87th Co. R. G. A.	2 1 1 0 1 1 2	
Middlesex Res.	3 0 1 2 5 8 2	
R. E. Res.	4 0 2 2 5 10 2	
Staff and Depts.	3 0 2 1 1 6 1	

Quite good progress has been made in this Division, as will be seen above. The R. G. A. head the table, but there is every prospect of a fall, now that they cannot play any of their last League team. South China Athletic appear to have the best team in this League, with St. Joseph's College in close attendance. Of the military teams, 88th and 83rd Co. R. G. A. are good, as also are the Staff & Depts., the latter improving each time they play.

QUIZ.

DAIRY FARM NEWS.

POULTRY.

OUR HOUSE FED CAPONS AND CHICKENS

ARE THE BEST IN THE EAST

TENDER EATING, DELICATE FLAVOUR—TRY THEM.

JUST TO HAND A SUPPLY OF CHRISTMAS CARDS

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HEATHER DAY FUND.

GRAND CONCERT

VICTORIA THEATRE

ON MONDAY, November 26, at 9.15 p.m. Under the Auspices of ST. ANDREW'S SOCIETY.

NET PROCEEDS IN AID OF HEATHER DAY FUND.

SPLENDID PROGRAMME.

Book early at Anderson Music Company. Prices: \$3.00, \$2.00 and \$1.00.

CONSTIPATION IS DANGEROUS

because it poisons the system, causing sick headaches, biliousness, torpid liver, bad complexion, disordered digestion.

PINKETTES

dispel constipation, regulate the liver, restore regularity, cheerfulness and health. Of all chemists, or post free, 60 cents the phial from Dr. Williams' Medicine Co., 96 Sz-chuen Road, Shanghai.

SAKURA BEER



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TO-DAY'S ADVERTISEMENTS.

LOST.

LOST—On the 22nd instant on Barker Road, a LADY'S WORK BAG containing Fancy Work, Sewers and Thimble. Will finder kindly return to Mrs. Skelton 142, Barker Road, Peak.

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OCEAN STEAMSHIP CO. LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "ATREUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th Dec. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st November, 1917.

Night-time Comfort.

Comfort is the key to restful sleep and our Pyjamas are the surest key to Comfort.

We stock them made of "Viyella," "Jaeger" wool and Ceylon Flannel in a nice range of stripes and plain colours.

PRICES RANGING FROM \$4.75 per Suit.

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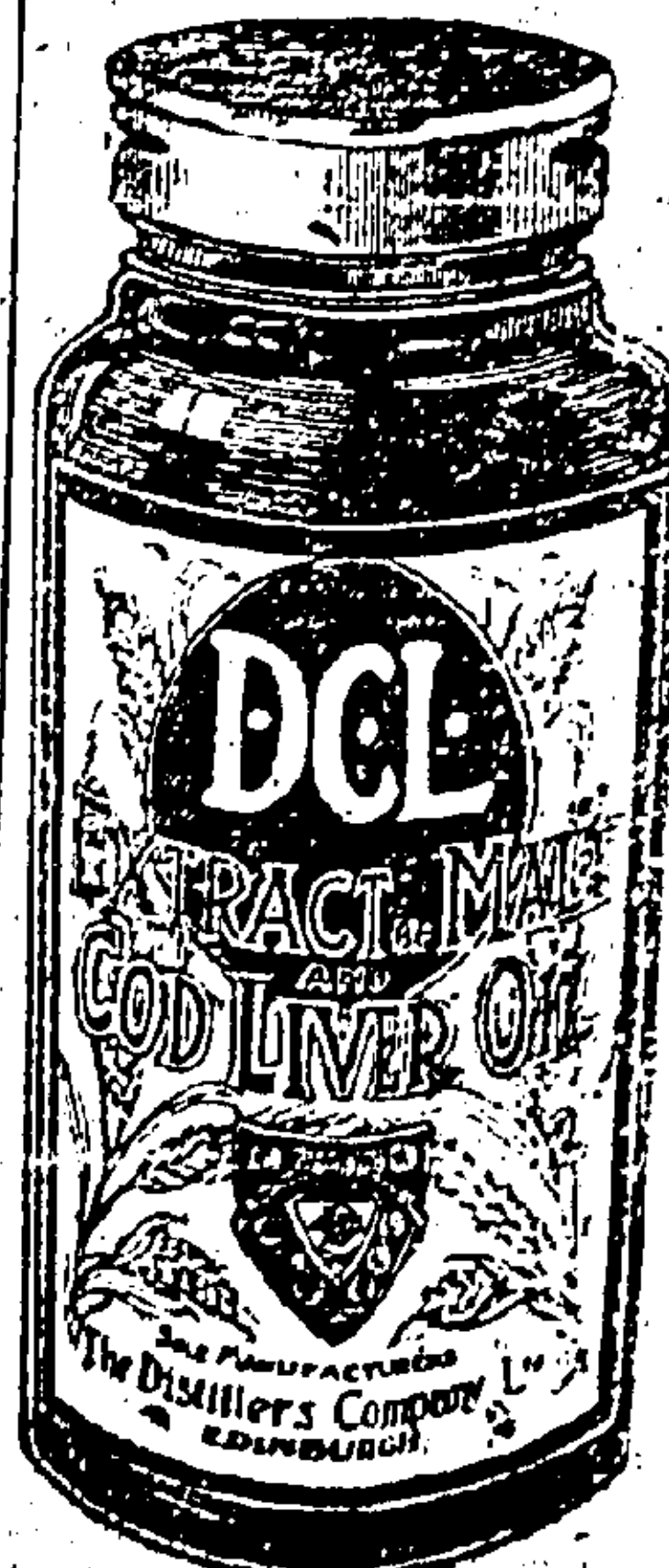
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P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

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QUICKEST TIME ACROSS THE PACIFIC

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30,625 tons displacement. 30,625 tons displacement.

Electric Heat in Every Cabin. Electric Light in Every Cabin.

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11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamship, with Modern Accommodations.

Excellent Table. Reduced First Class Fares.

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Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, Victoria, B.C., & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, & Yokohama.	Tokiwa Maru Capt. Ogura	T. 15,130 THURS., 13th Dec., at noon.
SHANGHAI, Kobe and Yokohama.	Kashima Maru Capt. Tozawa	T. 21,000 SUN., 25th Nov., at 11 a.m.
SHANGHAI, Kobe and Yokohama.	Mishima Maru Capt. Nishimura	T. 16,000 TUES., 11th Dec., at 11 a.m.
SHANGHAI, Kobe and Yokohama.	Suwa Maru Capt. Sekine	T. 21,000 FRI., 14th Dec., at 11 a.m.
NAGASAKI, Kobe and Yokohama.	Nikko Maru Capt. Takeda	T. 9,600 FRI., 14th Dec., at 11 a.m.
SHANGHAI, Kobe and Yokohama.	Benito Maru Capt. Yamamoto	T. 8,030 SATURDAY, 1st Dec.
Kobe	Totomi Maru Capt. Araki	T. 8,000 SUNDAY, 2nd Dec.

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Steamers.	Tons.	Leave Hongkong.
SHINYO MARU	22,400	23rd Nov.
PERSIA MARU	19,000	7th Dec.
KOREA MARU	18,000	19th Dec.
SIBERIA MARU	15,000	31st Dec.
TENTO MARU	22,400	11th Jan.
NIPPON MARU	11,000	23rd Jan.

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Arakan 21st Dec. S.S. Tjikondari

S.S. Tjikembang 20th Dec. S.S. Tjikondari

S.S. Tjikembang 20th Dec. S.S. Tjikondari

S.S. Tjikembang 20th Dec. S.S. Tjikondari

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For	Steamers.	To Sail.
SHANGHAI	Anhui	24th Nov. at 3 p.m.
TIENSIN	Huichow	25th Nov. at 9 a.m.
SHANGHAI	Huichow	26th Nov. at noon.
SHANGHAI	Sunling	27th Nov. at 3 p.m.
SHANGHAI	Shantung	29th Nov. at 3 p.m.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidsips; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Telephone No. 36. Hongkong November 23, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroem	Amoy	23rd Nov.	24th Nov.	Shanghai
Tjipanas	Amoy	25th Nov.	26th Nov.	—
Tjiluwong	Amoy	27th Nov.	28th Nov.	—
Tjibodas	Amoy	29th Nov.	30th Nov.	Kobe

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574. York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.

Hailong... J. W. Evans ... TUES., 27th Nov., at noon.

Haitan... A. E. Hodgins ... FRI., 30th Nov., at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For

Steamship

On

Manila

Yuenan

Maung

Wingsang

Loongsang

FRI., 23rd Nov. at 3 p.m.

Sat., 24th Nov. at noon.

Wed., 28th Nov. at 11 a.m.

FRI., 30th Nov. at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Sailing from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war.

Particulars on application.

SHANGHAI LINE.—Sailing approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIKONG LINE.—Sailing approximately weekly for passengers and cargo, calling at Amoy when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Obolton.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

COMMERCIAL NEWS.

Russian Cotton Seed.

The cottonseed-oil refining industry of Russia, established mainly in the districts of Ferghana, Murgal, and Mery, has lately been increased by the addition of two new mills and the enlargement of the old mills. The material equipment of the industry, before the new mills were established, showed thirty 10-inch hydraulic presses, seven 12-inch presses, and several smaller ones. The 14,000 tons of cotton seed formerly handled has increased to 182,000 tons. The exports of cotton seed from Turkistan in 1915 were about 20,320 tons. One good (50 pounds) of cotton seed of the first grade yields 6.56 pounds of unrefined oil, 14.4 pounds of oil cake, and 19 pounds of husks and linters and other waste.

Japan and Rubber.

According to the Japanese papers Japanese enterprises in the South Seas are making steady progress. As regards rubber plantations, recently the Mitsubishi Company acquired the lease of 1,500 acres in North Borneo and Mr. Kuhara has also obtained a lease of 2,340 acres. Mr. Kuhara is also reported to have applied for 2,000 acres in North Borneo. In Sarawak, the Suzuki Shoten, of Kobe, has already acquired two estates—one of 2,000 acres and another of 1,000 acres. Messrs. Endo Takao, Urabe Jofu, and others are now engaged in the promotion of a rubber-manufacturing company, named the Daito Gomei Kaisha, in British Borneo, with a capital of Y.5,000,000. Turning to the sugar industry it will be observed that the Shokusan Soko Kaisha has already been incorporated and its sister concern, the Nanyo Sangyo Kaisha, is now engaged in buying up small sugar mills in Dutch Borneo. The establishment of a sugar company in Sumatra with a capital of Y. 6,000,000, to be called the Nanyo Sato Kaisha, is now in course of promotion. A number of Japanese are also carrying on petroleum, mining and other enterprises in British and Dutch Borneo.

A Mining Boom.

The steady advance in the price of silver and ores has started a mining boom in the Kootenai district in eastern British Columbia. Zinc ore is yielding \$25 to the ton after deducting freight and treatment charges, and the lead \$110 to \$125 to the ton. Mines near Sandon shipped recently 775 tons of zinc-bearing ore and 185 tons of lead concentrates and 40 tons of lead in the bins and still have 200 tons of zinc ore ready for shipment as a result of three months' operation. The value of the concentrates in storage and those shipped is \$49,725. The zinc, valued at \$24,375, more than paid for the cost of operation, while the lead, valued at \$25,725, was net profit. With present facilities for operating the mines, it is expected that the output can be considerably increased, with no increase in the cost of production unless in reference to supplies, as the recent increase in wages of employees is included in the foregoing statement. Lead concentrates produced by the mill at Sandon contain 70 ounces of silver to the ton, and the average price obtained for the shipments referred to was 78 1/2 cents an ounce. At the current quotations on silver the output would be worth considerably more.

Egyptian Cotton.

According to reports of the Ministry of Agriculture and the Alexandria General Produce Association for August, the weather has been quite favourable for the Egyptian cotton crop and the water supply ample. Some slight attacks of cotton worm have been reported from Upper Egypt, the worms being the remnants of the third generation that escaped destruction. The cotton in Lower Egypt showed a greater infection by Gelechia than in the previous year up to the end of the first 10 days of August, but the rate of increase in the locality was slower during the following 15 days, so that, by the 25th the infection by this pest was actually 5 per cent. lower than at the same period last year. In Middle Egypt the increase has been more rapid and the percentage of infection is double what it was at the same period in 1916. The same remarks apply to Upper Egypt, where the infestation is nearly double that of last year at the same time. In Upper Egypt first pickings have commenced in most of the early lands, and will be general in a few days. The actual condition of the crop assures a return of 10 to 15 per cent. above last year's yield.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.
Subject to change without notice.THE BANK LINE, LTD.,
General Agents,or to REISS & Co. Canton
Hongkong, Jan. 2, 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY:—
EXILE GARAGE.

TEL. No. 1083.

DEE WEE ROAD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

JANUARY 26, 1918.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.THE ROYAL MAIL
STEAM PACKET
COMPANY.Owners of The "SHIRE"
Line of Steamers.FOR SAILINGS TO AND FROM THE UNITED
KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Agents.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all
parts of the Commercial World.BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1A, Chater Road. Phone No. 1590.

KONINKLIJKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.
Next sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a fully qualified surgeon.
For freight and passage apply to—
York Building, Tel. 1574. JAVA-CHINA-JAPAN LIJN.
Kowloon, 30th Dec., 1917. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

Hongkong to San Francisco
via Shanghai, Kobe, Yokohama and Honolulu

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.

a.s. "ECUADOR" Dec. 4th.
a.s. "COLOMBIA" Dec. 31st.
a.s. "VENEZUELA" Jan. 30th, 1918.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berth only).
The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyon Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.
For further information, rates, literature, schedules, etc., apply to—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.
Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 23rd NOVEMBER, 1917.

10.00 p.m. Fatshan. 4.30 p.m. Kinshan.

SATURDAY, 24th NOVEMBER, 1917.

8.00 a.m. Honam. 8.00 a.m. Heungshan.
10.00 p.m. Kinshan. 4.00 p.m. Fatshan.

HONGKONG-MACAO LINE.

S.S. Sui An Tons 1,651. S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.
EXCURSION TO MACAO.
SUNDAY, 25th NOVEMBER, 1917.

The Company's Steamship

"SUI AN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.
The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

The attention of the Public is drawn to the special facilities afforded by the Police Department of the Macao Government. Passes are issued at the Police Station facing the Company's Wharf thus obviating delay and trouble in having to apply at the Head Police Station for permits.

Fares: Saloon, Single \$2, Return \$4.

FARES AS USUAL.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SANNAM 588 Tons, and S.S. NANNING 588 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LIAO-TAN and SANUI.

These vessels have superior Cabin accommodation and are lighted by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

INDO-CHINA STEAM NAVIGATION CO., LTD.,
KOWLOON, 30th Dec., 1917.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To Load
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JAPAN AND COAST PORTS

Sandakan	Mausang	J. M. Co.	24 Nov.
Shanghai	Auhui	R. & S.	4 Nov.
Haihow, Pakhoi and Haiphong	Kaifeng	B. & S.	25 Nov.
Tientsin	Huichow	J. M. Co.	26 Nov.
Swatow, Amoy and Foochow	Huichow	D. L. Co.	27 Nov.
Shanghai	Sunming	B. & S.	27 Nov.
Shanghai	Wangsang	J. M. Co.	28 Nov.
Shanghai	Tjataroom	J. C. J. L.	28 Nov.
Shanghai	Shantung	B. & S.	29 Nov.
Manila	Longsang	J. M. Co.	30 Nov.
Swatow, Amoy and Foochow	Haizan	D. L. Co.	40 Nov.
Shanghai, Kobe and Yokohama	Benten M.	N. Y. K.	1 Dec.
Kobe	Togomi M.	N. Y. K.	2 Dec.
Kobe	Tjibdas	J. C. J. L.	9 Dec.
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	11 Dec.
Shanghai, Kobe and Yokohama	Suwa M.	N. Y. K.	14 Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	14 Dec.

NOTICE.

MITSUBISHI COSHI
KWAISHA.
(MITSUBISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASIMA, OCHI, MUTABE, KISH-
IDAKE, YOSHINOYARI, HOJO, NAMA-
ZUTA, SATO, KANDA, SHINNEW,
KAMITAMADA, BIAL and OTUBAR
Colliers.
Agents for "SAITO COAL."

HEAD OFFICE—
MARINOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI
MOBI, KARAISU, WAKAMATSU,
OYARI, MURUKAWA, KAKIYATE,
KOBAYASHI, KURATOKU, YOKO,
HAMA, NAGOYA, ISURUGA, VLADI-
VOSTOK, HANKOW, PEKING,
DAIREN, TAIPEI, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIPHONG, CANTON and
SINGAPORE.

Cable Address:—"IWASAKI."
Codes: A1, A.B.C. 5th Ed., West-
ern Union, and Bentley's.

AGENCIES:—

CHINKIANG—Messrs. GEAR-
ING & CO., MANILA—Messrs.
MACDONALD & CO., SINGA-
PORE—Messrs. BORNES CO.,
LTD., GLASGOW—Messrs. A.H.
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

S. KAWATE.

Manager,
Hongkong, No. 2, Pedder Street.

CONSIGNEES

JOINT SERVICE

of the
"NEDERLAND" AND
"ROTTERDAM LLOYD"
Royal Mail Lines.

NOTICE TO CONSIGNEES.

THE Steamship

"VONDEL,"

having arrived from SAN

FRANCISCO, consignees of cargo
are hereby notified that all
goods are being landed at their
risk into the hazardous and/or
extra-hazardous Godowns of the
Hongkong and Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may
be obtained.

No claim will be admitted after
the goods have left the God-
owns, and all goods remaining
undelivered after noon the 26th
instant, will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 30th
instant, or they will not be
recognized.

All broken, chafed and damaged
goods are to be left in the
Godowns, where they will be
examined on the 24th instant, at
10 a.m. by the Company's
surveyors Messrs. Goddard &
Douglas.

No Insurance whatsoever has
been effected.
Bills of Lading will be counter-
signed by

JAVA-CHINA-JAPAN LIJN.
Agents.
Hongkong, 20th November, 1917.

CONSIGNEES

INDO-CHINA STEAM
NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From SEATTLE & JAPAN.

THE Steamship

"STORVIKEN,"

having arrived from the above
ports. Consignees of cargo by
her are hereby informed that
all goods are being landed at
their risk into the hazardous
and/or extra-hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
whence and/or from the Wharves
delivery may be obtained.

Goods not cleared by the 8th
November, 1917, at 4 P.M. will
be subject to rent.

All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined by Messrs. Goddard
and Douglas on 28th November
1917, at 9.30 A.M.

Claims against the steamer
must be presented within 10
days of arrival otherwise they
will not be recognized.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be counter-
signed by

JARDINE, MATHESON
& CO., LTD.
Agents

Hongkong, 21st November, 1917.

BARBER LINE OF
STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"EGREMONT CASTLE,"

From NEW YORK.

CONSIGNEES of Cargo are

hereby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 26th
inst. will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 10th prox.
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the
Godowns where they will be
examined on the 26th inst. at
11 a.m.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.

SHIPPING.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN and HONOLULU
fortnightly joint-service of the
"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departures from HONGKONG:

Destination	Vessel's Name	For Freight Apply To	To Load
San Francisco	Roubaix	10th Nov.	10th Nov.
Singapore	Goe (ex)	10th Nov.	10th Nov.
Singapore	Bandjari	10th Nov.	10th Nov.
Singapore	Orari	10th Nov.	10th Nov.
Singapore	Konighs der Nederlanden	10th Nov.	10th Nov.
Singapore	Vandell	10th Nov.	10th Nov.

These superior passenger steamers have excellent accommodation for first and second class passengers.

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

TELEPHONE 1574-1575-1576.

NOTICE.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE forwarded, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLERS' GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic Transfer "COUPON" THOS. COOK & SON,
Telephone No. 1574-1575-1576 HONG KONG HOTEL BUILDINGS HONG KONG
also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office: LUDGATE CLIFF, LONDON, E.C.

NOTICE

During the absence of the staff
compiling a Dollar Directory in Singa-
pore, the affairs of the

HONGKONG

DOLLAR DIRECTORY
are being handled by Messrs. Kelly
& Walsh, Chater Road, to whom all
communications can be addressed.
Our P.O. Box is 131.
Our Telephone No. 1306.

War Items.

Mr. Geoffrey, who in the early
stages of the war acted as corres-
pondent for the "Daily News" in
Flanders, has had to undergo the
amputation of a leg as the result
of wounds received near Gorizia.
Mr. Young has been serving with
Mr. G. M. Trevelyan's Anglo-
Italian ambulance from its incep-
tion, and has been decorated by
King Victor Emmanuel in recogni-
tion of his work.

WATER RETURN.

Level and Storage of water in
Reservoirs on November 1, 1917.

CITY AND HILL DISTRICT WATER

WORKS LEVEL.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Level	Storage
City	100.00	100.00
Hill	100.00	100.00
...	...	...

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

REUTER'S TELEGRAMS.

(Continued from Page 1)
THE ITALIAN FRONT.

London, November 21.
An Italian official message reports:—There was intense artillery activity on the whole front yesterday, Italian and British monitors co-operating in the coastal zone. We repulsed three violent attacks on Mount Pertica. The infantry actions were not renewed at Mount Tomba and Mount Monfenera.

A German wireless official message states: The Italian theatre is unchanged.

RUSSIA AND PEACE.

Petrograd, November 22.
Reuter's correspondent writing yesterday states:—A Maximilian Commission with the Commander of the Garrison, accompanied by troops and a band playing, marched to the State Bank and demanded ten million roubles. The Bank officials conferred with the delegates of the Town Council and the Peasant's Union and it was unanimously decided to refuse the demand. Eventually the Commander of the Garrison withdrew with the troops and stated the Council of Maximilian Commissioners, who decided that the demand was not according to law, whereupon the Commander apologized to the Bank officials.

General Brusilov has been knocked down by a motor lorry in Moscow and sustained a broken leg.

Fighting between the Red and White Guards near Ingburg has begun. The railway is torn up.

A wireless Russian official message says that the All Russian Congress of Workmen and Soldiers' Councils has ordered the Council of the People's Commissaries to assure power and offer all belligerents an immediate armistice for the purpose of opening negotiations for a democratic peace, these offers to be made when the Council's power is firmly established in all important districts throughout the country. A draft message to this effect has already been communicated to the Allied plenipotentiaries in Russia. Meanwhile the Council has ordered the Commander-in-Chief forthwith to offer the enemy commanders an armistice for the purpose of peace negotiations, to keep the Council informed by telegraph of the progress of the negotiations and to sign the preliminary act only after Council approval.

The above communique is signed by M. Lenin, President of the Council, M. Trotsky, Minister of Foreign Affairs, and three others.

BRITISH PATROL VESSEL TORPEDOED.

London, November 22.
The Admiralty reports that a submarine torpedoed a British patrol vessel in the Mediterranean on Sunday. Four officers and five men were killed.

NO CREAM FOR LUXURY PURPOSES.

London, November 22.
The Food Controller has prohibited the sale and use of cream between the 5th December and 30th April for luxury purposes.

EDUCATION AND THE WORKING MAN.

Lord Haldane's Argument.

Lord Haldane, speaking in Edinburgh, said, the education problem lay at the root of the whole social problem, and the rise of democracy depended upon it. Education could no longer be put in a compartment by itself. It must permeate every department of activity. There was one thing that the working classes must remember. They could not all be equal. Nature did not permit it. Some of them were endowed with finer brain-power than their neighbours. These would always be in élite, but the new aristocracy would not be an aristocracy founded on wealth or rank, but on spontaneous gifts of nature aided by the power of a real national system of education. (Applause.)

Some of the Labour leaders objected to education going before reformation in their capitalist system, on the ground that superior aptitude would simply be exploited by the capitalist. That was a profound mistake. (Applause.) The one way to put the working man and the capitalist on something like a footing of equality was to bridge the gulf that existed between the chances of education of the man who worked with his hands and the man who worked with his head or not at all. The great thing to get over was the monopoly of the task of the working man, and so train every working man that if he had it in him he could think of improvements in the processes in which he engaged and become an inventor. (Applause.)

This war had been in one aspect for us a piece of good fortune. If Germany had gone on at the rate she was doing in industrial and commercial organisation and education, by 1924 she would have been the most potent country in the world. Through the more peaceful enterprises she saw her chance and was seeking it. Some of us had observed this with concern years ago were depressed by the indisposition of

"HEATHER DAY."

Scottish Women's Raffle.

In connection with "Heather Day" on the 30th instant so many really good things have been given by the ladies of the Colony to Miss Anton's Stall (on the Fair Ground) that it has been decided a raffle would be a convenient and profitable way to dispose of some of them. Accordingly what is described as the Scottish Women's Great Raffle for valuable prizes has been organised. Up to date, there are eighteen prizes on the list, these including a silver tea set and tray, silver vest dishes, a blazer pearl pendant, a hand sewing machine, a silver vase, a Scotch cradle and doll, an electric saucepan, cushions (3), a pair of antique brass vases, one "Junior" electric cooking range, a tea cloth, a doll's cot, electric iron (2), a luminous table stove, and an electric travelling stove. The drawing is to take place at the Fair on the evening of the 30th, and tickets are obtainable at one dollar each from Mrs. Milroy, Mrs. Shaw, Mrs. Templeton, Miss Neave, Mrs. Chatham, Mrs. Black, and others. Owing to the kindness of an English lady, an additional attraction has been added, namely a valuable breakfast heater. Mrs. Murray Scott is in charge of the raffle.

Overdue Vessel.

The local branch of the N. Y. K. Company is advised from the head office that it has been decided to despatch the Company's steamer Chikusan Maru to the Indian Ocean to search for the ss. Bitchi Maru, which is very much overdue at Delagoa Bay.

the average Briton to bestir himself. But we were now wakened from our slumbers. The war had given us our chance, and before us we had the prospect of a great reformation in our nation training, with all its political consequences. (Loud applause.)

LORD HALDANE.

The Truth About Him.

Sir Harry Johnston writes in the Daily Chronicle as follows:—Mr. Harold B. G. asks in these columns that someone in authority should tell the truth about Lord Haldane, so that the nation may realise the falsity of the impression created by certain newspapers, either as to the real value of Lord Haldane's services in the reconstruction of the British Army, or his attempts to solve the growing discord between Germany and Britain as to Colonial expansion and the inevitability of a France which did not raise, unprovoked, the dormant question of Alsace-Lorraine. May I try to tell the truth in these matters, or will the bare truth be unpalatable—perhaps I should say, the whole truth—to the direction of this paper or to its readers?

How little our leading statesmen tell the truth, how ready they are to utter falsehoods, may be seen from these revelations (perfectly well known to many of us) which are now being published concerning Lord Haldane's embassy to Berlin. We are now definitely informed that as a result of Lord Haldane's negotiations, our Foreign Office was prepared (together with the Foreign Offices of France and Russia, and in a subsidiary degree, of Belgium and Portugal) to conclude agreements with Germany enormously widening the sphere of her colonial action in the Turkish dominions and in Africa. These results were no secret soon after they were signed or intimated; they were currently mentioned in the Press of 1913-14, referred to in Parliamentary questions of that period, and admitted or not denied by responsible Ministers. Yet Mr. Balfour has the face to tell Parliament now—recently—that the Foreign Office in 1913-14 never negotiated such easements or settlements, that there is no trace in its archives of any such arrangements as the enlargement of the German sphere in Africa or the regulation of just how far (Bosra and Alexandria) Germany might go in her exploitation of the Turkish Empire under the concessions which Turkey was ready to grant her.

What purpose is thus served in deceiving our people? Our statesmen in the period between 1909 and 1914 were only acting like wise men in trying to adjust without warfare our Colonial ambitions with those of the German Empire, just as we had previously done with France, Russia, the United States, Portugal and Italy. Germany must wish now many times over that she had contented herself with the great Colonial Empire and spheres of interest which were planned for her as late as June, 24, 1914.

But she had conceived a contempt for Russia and France as military Powers (she was right in Russia's case, wrong in that of France), and she was misled into believing that Britain was negligible in a military sense and was about—through bankruptcy of statesmanship and the personal ambition of Sir Edward Carson—to indulge in a hot and strong civil war in Ireland. So Germany resolved to dash everything for the prize of the French Colonial Empire.

Truly-written history will show that Lord Haldane achieved much in regard to the reconstruction of the British Army, and that the nation owes him a great measure of gratitude for his work between 1908 and 1910. Where he failed was in not appreciating the immense importance of a wholly modern education in the training of young officers, of the majors, colonels and generals of to-day. He allowed himself to be overborne by the hateful conservatism of the War Office and of the old elders in charge of Sandhurst and Woolwich; he did not remove the force of enormously over-marked Latin and Greek, Roman and Greek history and literature in the curricula for Sandhurst and Woolwich, the wicked neglect of geography and of all the practical sciences (including chemistry, meteorology and entomology) which a modern officer and strategist must acquire if he is to vie with his German foe.

Unhappily or never experienced the full benefits of Lord Haldane's great work of reconstruction. He was succeeded at the War Office by two Ministers who were absolute nullities from the point of view of modern military knowledge. His Expeditionary Force was neglected and allowed to slip into unpreparedness, with the result that although we had at least a full week's notice that a vast European war was inevitable our Expeditionary Force of at least 169,000 men was reduced to about 88,000; and instead of its leaving these shores ready for action on August 5, 6, or 7, it did not leave till about August 16, and was not fully (and then in numbers only about 88,000) on its way to Belgium till four days later.

If Lord Haldane had been at the helm when war broke out—Lord Kitchener was an unforeseen, but bitter disappointment—and if our 169,000 had been landed at Ostend or Zeebrugge only a few days after August 4, we might have occupied at once the whole Belgian coast and entirely balked the overrunning of Belgium by the German forces. Except that Lord Haldane had not the strength to overcome the rotten conservatism of the War Office and officers' education, no unfavourable criticism can in all honesty be passed on his work as War Minister between his assumption of office under Sir Henry Campbell-Bannerman and his transference (perhaps at Army Council wishes) to the Lord Chancellorship five years later.

As to his negotiations at Berlin and the consequent opportunities they offered Germany for a sufficient place in the sun without fighting for it, they were as rational and commendable as the efforts of Lord Salisbury and Lansdowne to obviate causes of quarrel over conflicting ambitions between Great Britain and the other European and American Powers. Do those who in this way attack our foreign policy between 1910 and 1914 estimate what would have been the effect on the United States and its enormously influential German population if it could have been shown that prior to July, 1914, the Powers of the Entente had driven Austria-Germany within the limits of a ring fence, denied above all to Germany no sufficient outlets for her colonialism, her trade, her energies in general? The United States would have decided that Germany was warranted in going to war in August, 1914, and that she deserved their sympathy and support.

Soon after war broke out I was invited by universities in the States and Canada to lecture to their students on the causes of the war. Specially were the professors desirous that I should enlarge on the evidence that prior to the assassination of the Archduke the Powers of the Entente had come to terms with Germany ancient the Bagdad Railway (down to Bosra), regarding the control of the Turkish Army and the exploitation of Asia Minor; that they had consented to a safeguarding of Austrian interests in the Balkan peninsula by an Austrian Protectorate over Albania; and in Africa, Britain, France, Belgium, and Portugal had evinced their readiness to enlarge to a considerable degree the area over which German influence and enterprise should be supreme. Ergo, Germany was without any excuse in thrusting war on the world.

The campaign against Lord Haldane is excessively silly, but it has its origin in the illogical desire to avenge on one of the few capable members of Mr. Asquith's three administrations the just anger against the ineptitude or inefficiency of certain among his colleagues. It is because the Liberal Press has erred in the past by valuing the wisdom and capacity of men who were neither wise nor capable but whose hidden influences placed in power, that its Conservative rivals now attack without discrimination any former Liberal politician who is known to have studied the German problem prior to August 1914.

Death of Noted Banker.

The death is announced of Mr. Isaac Seligman the well-known banker, as a result of a riding accident.

HONGKONG DEFENCE CORPS.

Administrative Orders issued by Major H. A. Morgan, Administrative Commandant, state:—

Leave.
2nd Lieut. G. O. Moxon, Mounted Section, is granted 2 months' leave, from 24th November, 1917. Pte. S. W. Bacon "B" Coy., is granted 6 months' extension of leave, from 30. 11. 17.
Sp. B. Lillie, Engineer Coy., is granted 4 months' leave, from 19.11.17. Spr. W. N. Fleming, Engineer Coy., is granted 1 month's leave, from 19.11.17. Spr. D. W. Monton, Engineer Coy., is granted 6 months' leave, from 25.11.17. Spr. F. C. Clemon, Engineer Coy., is granted 3 months' leave, from 25.11.17. Corp. C. Edgcombe "A" Coy., is granted leave from 15.12.17 till 28.2.18.

Transfer.
Lance Sergeant W. J. Crawford is transferred from Signalling Section to "B" Company, dated 20th November, 1917.

Musketry Notes.
Copies of the booklet kindly presented to the Corps by Lieut. H. B. Hancock and 2nd Lieut. R. Sutherland, may be obtained on application at Headquarters.

Presentation of Cup.
Sergeant S. E. Green has been good enough to present a cup, to be won by the highest scorer in Part 3, Annual General Musketry Course.

Artillery Parades.
Orders for Artillery Company by Captain Armstrong, V.D., state:—

At Belchers Battery:—
Monday, 26th instant.—7.30 a.m. Right Half Company, D.R.E. Class only. 5.15 p.m. Left Half Company, D.R.E. Class only.

Tuesday, 27th instant.—7.30 a.m. Right Half Company, Full parade. 5.15 p.m. Left Half Company, Full parade.

Thursday, 29th instant.—7.30 a.m. Right Half Company (Gun numbers other than specialists). 5.15 p.m. Left Half Company (Gun numbers other than specialists).

Friday, 30th instant.—7.30 a.m. Right Half Company, Layer's and Setters' Class only.

Engineers Orders.
Orders for Engineer Company by Captain W. Russell state:—
23rd to 30th instant.—E. L. Manning nightly at Belchers and Lyceum, Parades as per Rosters posted at Headquarters.

Engine drivers at 5.15 p.m. Electricians at 5.30 p.m. Officers next for duty.—Belchers, 2nd Lieut. Mathewman; Lyceum, Captain James; Stonecutters, 2nd Lieut. Marley.

Parades for Instruction.—
Classes for higher ratings at Belchers at 8 p.m. on Tuesday and Thursday, under Staff Sergeant O'venden, and Parsons, R.E., Corporal Day and 2nd Corporal Morris, H.K.D.C.

Infantry Parades.
Orders for Infantry Battalion by Major H. A. Morgan state:—

"B" COMPANY. (Members not in Camp).
Monday, 26th instant.—4.30 p.m. No. 7 Platoon, at King's Park Range. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Tuesday, 27th instant.—4.30 p.m. No. 6 Platoon, at King's Park Range. Annual Musketry Course, Part 2, Practices 8 and 9. Dress, Drill order with pouches.

Wednesday, 28th instant.—4.30 p.m. No. 7 Platoon, at King's Park Range. Annual Musketry Course, Part 2, Practices 8 and 9. Dress, Drill order with pouches.

RECRUITS (do not attending Camp only).
Monday, 26th instant.—5.15 p.m. All units, except "D" Company, at Headquarters, under Sergt. Oxberry and Lance Sergt. Maude and Corporal Grimes.

Dress, Drill order. Quarry Bay residents at Taikeo Dock.

"D" COMPANY.
Wednesday, 28th instant.—5.15 p.m. New members (joined since 1.9.17), at Headquarters, under O. S. M. Cooke and such other instructors as may be available. Quarry Bay residents at Taikeo Dock.

Cadet Co. Orders.
Orders for Cadet Company by 2nd Lieut. J. E. W. Board state:—

Monday, 26th instant.—5.15 p.m. Nos. 1 and 2 Sections at Headquarters. 5.30 p.m. Bagles at Headquarters.

ST. JOHN AMBULANCE BRIGADE.

Orders issued by Mr. E. Ralph state:—

Y.M.C.A. Division.
Tuesday, 27th November.—8 p.m. Squad and Stretcher Drill. Thursday, 29th November.—8 p.m. Squad and Stretcher Drill. Saturday, December 15th.—On duty at the H.K.D.C. Camp.

Sallying Division.
On duty until 30th November at the H. K. D. C. Camp.

Queen's College Division.
A. Section.
Thursday, 29th November.—1.20 p.m. Bandaging Practice. Friday, 30th November.—On duty at the H. K. D. C. Camp.

B. Section.
Monday, 26th November.—4.30 p.m. First Aid Class.

Tuesday, 27th November.—1.20 p.m. Squad Drill. Thursday, 29th November.—4.30 p.m. First Aid Class.

Friday, 30th November.—1.20 p.m. Squad Drill.

Victoria Division.
Thursday, 29th November.—5.15 p.m. Squad and Stretcher Drill.

Friday, 7th December to Saturday, 15th December.—On duty at the H.K.D.C. Camp.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, D.S.P. (R.), state:—

"Heather Day" Duties.
(1) The O. C. No. 1 Platoon will warn 40 picked men for special duty between the hours of 2.45 and 11 p.m. on Friday, November 30.

The O. C. No. 2 Company will similarly warn duties for Saturday, December 1.

These men will be warned off in three shifts and will report at Headquarters Club to Staff Inspector McEwen. The latter will in turn report to Inspector Garrod.

Men so warned will not attend the Company Parades on Tuesday, Nov. 27, and Nov. 29 respectively.

(2) All Staff and Company Inspectors are required to report in uniform to Inspector Garrod at the Parade Ground at 10 a.m. on Friday, Nov. 30, to assist in traffic regulation in connection with the proposed procession. Exemption from this duty may be obtained from A.S.P. Hough or the D.S.P.R.

(3) A detachment of Mounted Police will be warned for duty at 10 a.m., and will report as per orders to be issued by the O.C. M.P.

(4) The Police Band will play at the Fair on the evening of Nov. 30.

The following Band Practices are ordered:—
Monday, Tuesday and Wednesday, Nov. 26, 27 and 28. All exemptions are withdrawn, and no leave is to be granted except by the undersigned.

Inspectors and Sergeants.
All Inspectors and Sergeants (other than those on duty) will attend at Headquarters Club on Monday, November 26, at 5.30 p.m.

A Doubtful Report.
A report has been made to the police by the Chinese third engineer of the ss. Barnambos that he came ashore yesterday with two firemen, after having been paid off. He had one hundred silver dollars, which he changed into notes. When they were in Queen Victoria Street, the fireman asked him to go to a tea shop and when he refused they set upon him and stole the money. The police regard the report as doubtful.

Wednesday, 23th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Thursday, 24th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Friday, 25th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Saturday, 26th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Sunday, 27th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Monday, 28th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Tuesday, 29th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Wednesday, 30th instant.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Thursday, 1st December.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Friday, 2nd December.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

Saturday, 3rd December.—5.15 p.m. Nos. 3 and 4 Sections at Yau-mai Football Ground. 5.30 p.m. Bagles at Yau-mai Football Ground. 6.30 p.m. Gymnasium at St. Andrew's Church Hall.

A TRUCK INCIDENT.

Jury Urges Need of Greater Supervision.

The case was resumed at the Criminal Sessions this morning, before the Chief Justice (Sir William Ross Davies) in which two Chinese youths, aged 15 and 16 years, were charged with the manslaughter of a little girl in Queen Victoria Street.

The Hon. Attorney General (Mr. J. H. Kemp) conducted the case on behalf of the Crown, and the defendants were defended by Mr. C. G. Alabaster (instructed by Mr. Leo D'Almeida).

The jury was composed of the following:—Messrs. W. Hardwick, N. McIntyre, A. G. Hewitt, H. Hyndman, J. T. Shaw, J. M. de Costa and C. A. Rodrigues.

It will be remembered that on Wednesday the case was adjourned for the attendance of a principal witness, this being Mr. A. K. Reiton, an American missionary, who witnessed the accident. He stated that he was in a compressor's shop and saw the truck running down the slope and saw the little girl caught between it and the veranda support.

The two prisoners gave evidence, their story being that when they got to the top of Queen Victoria Street they tried to put on the brake by means of the brake wheel, but they could not turn it, owing to the rust. They then turned the truck round so as to get the long shaft first, these being allowed to rest on the ground as a brake. They shouted for people to get clear. The bigger of the lads slipped on a piece of garbage and fell, leaving hold of the truck. The younger one was not able to hold the truck back by himself and let it go, with the result that it ran on and caught the deceased child between the truck and the support post.

After addresses had been given and his Lordship had summed up, the jury retired to consider its verdict and was only away for a few minutes, returning with a verdict of not guilty. The jury added a rider that greater supervision should be exercised in seeing that the brakes of trucks are in order and also thought it inadvisable to let trucks out to coolies of insufficient physical strength.

His Lordship agreed. Prisoners were discharged.

ATTEMPTED BURGLARY IN SIAM.

Former Hongkong Resident's Bungalow Entered.

A few days ago (says the Siam Observer of October 20) burglars tried to enter the bungalow of Mr. Herbert Lewis, of the Patani (Group) Mining Syndicates (and formerly of Hongkong). They had bored holes close to the top and bottom bolts of the door and actually managed to unbolt the door by inserting a finger through the holes. Mr. Lewis was awakened, however, and might have had a chance of catching the thieves but that they had placed a long rattan chair up against the door, thus preventing his getting out quickly. Lieut. Colonel F. Steiner, Inspector of the Southern Provinces and Patani has the matter in hand.

Only about two weeks previously Mr. Herbert Lee, Mining Engineer, of the same company, was unfortunate enough to lose Tse 280 from his house up at the mines. It seems evident that a gang of thieves are keeping a close watch on the mining community who always have a considerable amount of cash to pay coolies.

K. C. C. v. University.
To be played on Saturday at King's Park at 2.15 p.m. The following have been selected for Kowloon:—J. P. Robinson, E. Panton, A. A. Claxton, Major T. A. Robertson, R. S. Lindsay, Lt. J. K. McConnell, W. T. Elton, K. Macmillan, L. E. S. Hodge, J. Blackburn and H. Overy.

GENERAL SHIPPING NEWS.

Canada-West India Shipping Service.

It is a source of gratification (says the *Journal of Commerce*) to know that the shipping service between Canada and the West Indies continues uninterrupted, despite the shortage of shipping. There is hardly any other shipping service in the world which has been continued on practically a pre-war scale as has the shipping between the West Indies and both Canada and New York. We are frequently asked, says *Canada-West India Magazine*, whether there is a danger of this service being curtailed. In reply, it must be stated that while the war lasts there is always a danger of such an eventuality, for if a shortage of shipping developed as to make the fate of Empire rest on calling in all the outlying services, then ships now on the Canada-West India route would undoubtedly have to go. But we understand from authoritative sources that there is no probability of such an outcome—at any rate not in the immediate future—and that the possibility is that the service between the West Indies and Halifax will continue as at present until the contract with the Royal Mail expires in October, 1918. Then, of course, new arrangements will be made, and it is hoped that an improved service rather than a restricted one may be looked for. At the present time it is a matter of fact that more business is offering for the ships than can be taken care of, and if the trade is to be fostered and developed additional ships must be provided as soon as they can be made available. Meanwhile the Royal Mail is doing the best that can be done, and is giving general satisfaction under peculiarly trying circumstances.

The Shipping Market.
Charter transactions or transactions for the alienation of vessels to foreign shippers are says the *Japan Chronicle* practically suspended owing to doubts as to the standards by which the Government will give the permission required under the War-time Shipping Control Law. It is true that the Government after considerable delay has recently given permission for the charter of the Yoshida-maru II, Meichi-maru, and the Fuku-maru, all to the French authorities. But no permission has yet been given for the Bankoku-maru, of the Taiho Kisen Kaisha, which was chartered to the French Government, and which, it was expected, would receive sanction promptly, nor has permission been given for the Kagoshima-maru, which was also chartered to the French authorities for service east of Port Said and Capetown at Yen 32 for the term of two years. Even in the case of the above-mentioned three steamers the charter of which abroad has been permitted, it is said that certain restrictions have been imposed by the Government, which disallows long contracts. According to the *Asahi*, permission for the charter of the Yoshida-maru II has been given on certain conditions, while the term of the

charter-party for the Fuku-maru, which was fixed at two years by the contractors, has been practically reduced to one year by the Government since it has superimposed a condition to the contract that on the expiration of one year the vessel should at any time be restorable to the owner. It is believed that the Meichi-maru, another vessel the charter of which to the French authorities has been permitted, is also subject to similar restrictions. It thus appears that the authorities are restricting charter transactions abroad even where such transactions have been negotiated with the knowledge of the Allied Governments. In cases where transactions are between private individuals, though of Allied nationality, independently of the Government concerned, these are practically tabooed, and as a matter of fact, no permission has yet been given in such a case. Some time ago the Eidi-maru, of the Katsuda Kisen Kaisha, and the Daikoku-maru, of the Imai Kisen Kaisha, were both chartered to British merchants in India, and the necessary Government permission was applied for, but it has not yet been obtained, and the vessels are being held up, though the charterers are in a hurry for them. Charter inquiries from India continue to arrive. The rate for the Eidi-maru was ¥42.50, but now about ¥43 is offered. No actual transactions have yet been made, however, owing to the uncertainty as to Government permission being granted.

Great Lake Tonnage for the Atlantic.
Washington advises say:—After making a survey of the available tonnage on the Great Lakes it has been discovered that a comparatively small quantity will be suitable for the Atlantic trade. At the same time, it is understood, the Shipping Board has by no means abandoned its plans to draw tonnage from that source to add to the ocean business, and by the end of next month, it is hoped, a considerable increase in the Atlantic tonnage will be made. As a matter of fact, if the plans now on hand mature the increase in the Atlantic tonnage by the end of fall will be so appreciable as to prove extremely heartening to the Allies. According to the best estimates available here, probably 120,000 gross tons have been taken from the Great Lakes and placed on the Atlantic. This represents some 60 ships, more or less. If there is any merit in the recent preliminary survey made of the Great Lakes tonnage, it is possible to obtain half this much again, or about 30 ships of some 60,000 gross tons, without the least trouble. This is based upon an estimate of the amount of tonnage which might be brought through the Welland Canal. They are naturally small vessels of not over 2,500 gross tons, otherwise they could not be brought the canal without cutting. It has been suggested that additional tonnage might be obtained from the Great

Lakes by cutting the larger vessels in half and bringing them through the canal, and putting them together again in drydock on the Atlantic. It has been found, however, that a vessel which is too long to be got through the canal locks is also too wide to be brought through the locks, and that it is impracticable to cut a vessel in half in both directions. Of course, this does not apply to all the larger vessels, and it is hoped that the estimated tonnage may be increased slightly above the figures mentioned herein. According to official reports, the vessels on the Great Lakes on June 30, 1914, measured a total of 2,883,000 gross tons. On June 30, 1916, this tonnage had decreased to 2,700,000 tons. In the meantime the Interstate Commerce Commission has issued orders demanding the railroads to dispose of their holdings in lake tonnage, and this divorce of ownership resulted in the withdrawal of a considerable proportion of the lake tonnage to the ocean. Since last summer, on the other hand, there has been a healthy increase in shipbuilding on the lakes. Everything has conspired to encourage shipbuilding in this neighbourhood as well as on the coast. Some of this new tonnage was built for the ocean trade, while other of it was built for the lake trade. The withdrawal of lake tonnage about balanced the increase in new construction. The latest official reports indicate that the total of tonnage on the Great Lakes on June 30, 1917, was 2,770,000 gross tons, which would indicate that the substitution of new tonnage about equalled the withdrawals, leaving a decrease of approximately 120,000 gross tons in the Great Lakes net. Since the Shipping Board announced its intention to withdraw forcibly the tonnage from the Great Lakes to engage in the Atlantic trade against the German submarines, considerable apprehension has been felt by the Great Lakes shippers. They desire to do all in their power to assist the country in the present emergency, but it is feared that should the tonnage be withdrawn in any great volume it would result in crippling the inland transportation systems of the United States. It is pointed out that it is just as vital to move the grain and other food supplies from the farms of the West to the Atlantic coast as it is to ship it across the Atlantic. Increasing the Atlantic trade facilities would be of little avail if it is impossible to obtain deliveries of freight to the Atlantic coast rapidly and in the volume necessary. On the other hand it is recognized as being an inequality to withdraw all of our own tonnage from the Great Lakes and leave all of that trade to the Canadian carriers. The Canadian carriers should be drawn upon in equal proportion. Especially is this argument appealing at this time when the Shipping Board is asking Congress to repeal the coastwise navigation laws so as to permit foreign vessels to engage in our coastwise trade. When that measure is enacted the Canadian vessels on the Great Lakes would be permitted to step in and take

the trade, or at least a good proportion of the trade, which has been abandoned by American carriers with the withdrawal of bar tonnage to the Atlantic. Japanese Government Control of Foreign Charters.
The other day the Katsuda Kisen Kaisha applied to the Government for permission to charter the Eidi-maru to France. The application has now been rejected for the reason, it is said, that the prospective charterer is a private citizen and that the service is east of Suez and up to Vladivostok. It is understood that the Government has decided to operate the War-time Shipping Control Law in a stricter manner, a decision which involves a new restriction of supplies tonnage for the Allies. In this connection, Baron Den, the Minister of Communications, is quoted by the *Asahi* as saying:—"Under the War-time Shipping Control Law the charter or sale of Japanese vessels to persons not qualified to own them is, as a fundamental principle, prohibited, but exception provided in the case where such transactions are deemed necessary by the Minister of Communications. Though under this exception the sale or charter of some Japanese vessels to foreigners has been permitted since the Shipping Law became operative, yet the Government has now decided to pursue for the time being the policy of not permitting transactions generally for the sale or charter of Japanese vessels, except in cases where contracts had been concluded before the new orientation of shipping policy. The reason why the Government has provided an exception to the fundamental prohibition of foreign charter or alienation transactions in Japanese shipping is because of a desire to assist the military operations of the Allies, but the range within which this exception can be applied has now to be circumscribed. As is well known, the scarcity of tonnage in Japan has lately become greater, while the number of newly-built vessels is decreasing. If these circumstances Japanese shipping cannot afford to supply more tonnage abroad even for Allied war purposes. The Government has accordingly decided to impose a general embargo on the charter or sale of Japanese vessels abroad until Japanese shipping is sufficiently reinforced or until the occurrence of any other important reasons. The circumstances compelling this decision have been duly intimated to the Allied Governments."

Soldier's will on the Back of a Photograph.

Among the latest wills proved is one written by a soldier on the back of a young lady's photograph. The soldier was Lieutenant J. A. Child, Yorks Regiment, of Upper Carr House, Liversedge, Spensborough, who was killed at Ypres last June, and left £272. He wrote the will on the photograph in April, as follows:—"In the event of my death I leave all my effects, including all moneys lying to my credit, to this young lady, Miss Mary Pickles."

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

H. K. & S. Banks s. \$63

MARINE INSURANCES.

Cantons s. \$390

North China b. t. 113

Unions s. \$775

Yangtze b. ex. 73 \$190

FIRE INSURANCES.

China Fires b. \$130

H. K. Fires n. \$310

SHIPPING.

Douglases b. \$75

Steamboats n. \$19

Indos (Def.) b. \$132

Indos (Pref.) b. \$34

Shells b. 1107

Ferries n. \$28

REFINERIES.

Sugars sa. \$90

Malabons b. \$29

MINING.

Kailans s. 40

Langkats b. t. 16

Raubas s. \$2.50

Tronohs n. 28

Urals n. 30

Oriental Cons. n. 28

DOCKS, WHARVES, GODOWNS, &C.

H. K. Wharves sa. \$90

Kowloon Docks b. \$123

Shai Docks sa. t. 73

LANDS, HOTELS AND BUILDINGS.

Centrals b. \$90

H. K. Hotels b. \$90

Land Invest. sa. \$88

Hiphreys Est. sa. \$5.65

K'loon Lands n. \$30

Shai Lands b. t. 70

West Points b. \$79

Reclamations n. \$115

COTTON MILLS.

Ewos b. & sa. t. 165

Kung Yiks b. & sa. t. 151

Shai Cottons n. t. 114

Yangtzepons b. & sa. t. 6

Oriental n. t. 364

MISCELLANEOUS.

Borneos b. \$6

China Light & P. n. \$32

Providents b. \$74

Dairy Farms b. \$24

Green Islands b. & sa. \$7.20

H. K. Electric b. \$48

H. K. Ice Co. b. \$147

Ropes n. \$39

Steel Foundries n. \$10

Trams, Low Level s. \$6.60

Trams, Peak, Old s. \$8

Trams, Peak, New s. cts. 90

Laundries b. \$3

U. Waterboats n. \$13

Watsons n. \$54

Wm. Powells n. \$6.60

Morning Posts n. \$29

CONNECTED TO CONFRATRY

NOVEMBER 23, 1917.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T 2/10 3/4

Demand 2/10 3/4

30 d/s 2/11

60 d/s 2/11 1/4

4 m/s 2/11 1/4

T/T Shanghai 123 1/2

T/T Singapore 123 1/2

T/T Japan 123 1/2

T/T India Nom.

Demand, India Nom.

T/T San Francisco 69

co & New York 69

T/T Java 156 1/4

T/T Manila Nom.

T/T France 401

T/T Hongkong 401 1/2

BUYING.

4 m/s. L/C 3-

4 m/s. D/P 3- 1/4

6 m/s. L/C 3- 1/4

30 d/s. Sydney & Melbourne 3- 1/4

30 d/s. San Francisco & New York 70 1/4

4 m/s. Marks Nom.

4 m/s. France 416

6 m/s. France 421

Demand, Germany 69 1/4

Demand, New York 69 1/4

T/T Bombay Nom.

Demand, Bombay Nom.

T/T Calcutta Nom.

Demand, Calcutta Nom.

Demand, Manila 138

Demand, Singapore 123 1/4

On Haiphong 14 1/4 prem.

On Saigon 14 1/4 prem.

On Bangkok 59 1/4

Sovereign 69 1/4

Gold Leaf, per oz. 43.80

Bar Silver, per oz. 42 15/16

SUBSIDIARY COINS.

DISCOUNT PER 100:

Chinese, 20 cts. pieces 74 1/2 dis.

Chinese, 10 " 74 1/2 "

Hongkong 20 cents. c. 1 1/2 "

" 10 " 1 1/2 "

BANKS

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.

行銀業實法中

Capital (Paid up) ... 45,000,000

(1/3 of the capital subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot.

General Manager: A. J. Farnet.

HEAD OFFICE: 74 Rue Saint Lazare, PARIS.

BRANCHES: PEKING, SHANGHAI, TIENTSIN, HONGKONG, and SAIGON.

BANKERS.

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County & Westminster Bank, Ltd.

In NEW YORK: Redmond & Co.

In ITALY: Banca Commerciale Italiana.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNELL, Manager.

HONGKONG BRANCH: Queen's Building, Tel. No. 2352

5, Charter Road.

Hongkong, 20th August, 1917.

NOTICES.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

10 A.M. to 12 M. 10 M. 10 M. 10 M.

12 M. to 1 P.M. 10 M. 10 M. 10 M.

1 P.M. to 2 P.M. 10 M. 10 M. 10 M.

2 P.M. to 3 P.M. 10 M. 10 M. 10 M.

3 P.M. to 4 P.M. 10 M. 10 M. 10 M.

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3 P.M. to 4 P.M. 10 M. 10 M. 10 M.

4 P.M. to 5 P.M. 10 M. 10 M. 10 M.

